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U.S. ATLANTIC FLEET. TASK FORCE 85.
OPERATION PLAN NO. 3-44.
27 July 1944

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

~~TOP SECRET~~
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DEAN/3

NAPLES, ITALY,
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- 85.4.8 Shallow Water Salvage Unit - Lt. Lewis, U.S.N.R.
LCI(L) (Sal) 41 (S&F) 1 LCI(L)(Sal)
1 LCM(3) (DICKMAN) 1 LCM(3)(Sal)
- 85.4.9 Naval Beach Party Unit
Company A, 4th Beach Battalion
NCD Units (when Beach Party established ashore)
Amphibious Scouts (for hydro survey)
LCC 66 (Traffic Control when control duties completed)
1 LCVP (Traffic Control)(From LST 691)
- (e) 85.5 Green Beach Assault Group - Commander Higgins, U.S.N.R.
- 85.5.1 LCI(L)(C) 520 (F) (Commander Higgins) 1 LCI(L)(C)
- 85.5.2 LST Unit
LST 655, 656, 664, 665, 690 5 LST(6)
- 85.5.3 LCT Unit One
LCT(6) 556, 561, 567 3 LCT(6)
- 85.5.4 LCT Unit Two
LCT(4) 542, 581 2 LCT(4)
- 85.5.5 LCI(L) Unit
LCI(L) 514, 517, 524, 525 4 LCI(L)
- 85.5.6 Demolition Units
Apex Units 196, 199 (PROCYON)
NCD Units S3, 196, 197, 199, and (1 UK Team)(DICKMAN)
- 85.5.7 Support Craft Unit
LCT(R) 367 1 LCT(R)
LCS(S) 5, 6, 7, 8 4 LCS(S)
LCM(R) 3 (Woofus) 1 LCM(R)
- 85.5.8 Control Vessel Unit
SC 525, 534 2 SC
LCC 67 1 LCC
- 85.5.9 Shallow Water Salvage Unit
LCT(5) 268 1 LCT(5)(Sal)
LCM(3) (Lifted by LSD) 1 LCM(3)(Sal)
Salvage unit assigned Red Beach is also responsible for salvage on Green Beach and will answer requests from both Red and Green Beaches.
- 85.5.10 Naval Beach Party Unit
Company A, 4th Beach Battalion
NCD Units (When Beach Party established ashore)
Amphibious scouts (for hydro survey)
LCC 66 (Also assigned to Red Beach)
1 LCVP (Traffic Control) (From LST 663)

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
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U.S.S. DISCAYNE, Flagship

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(f) 85.6 Yellow Beach Assault Group - Commander Floyd, U.S.N.

- | | | | |
|---------|---|-------------|----------------------------|
| 85.6.1 | LCI(L)(C) 196 (F) Commander Floyd, U.S.N. | 1 | LCI(L)(C) |
| 85.6.2 | LCVP Unit
26 LCVP from LYON | 26 | LCVP |
| 85.6.3 | LST Unit
LST(2) 996, 997 | 2 | LST(2) |
| 85.6.4 | LCT Unit One
LCT(6) 565, 568, 1142 | 3 | LCT(6) |
| 85.6.5 | Spare | | |
| 85.6.6 | Spare | | |
| 85.6.7 | Demolition Units
Apex Units 52, S4 (ARCTURUS)
NCD Units 51, 52, and S4 (BARNETT) | | |
| 85.6.8 | Support Craft Unit
LCI(L) 405
LCS(S) 9, 10, 11, 12, (1 LYON, 3 BARNETT)
LCM(R) 4, 5 (Woofus) | 1
4
2 | LCT(R)
LCS(S)
LCM(R) |
| 85.6.9 | Control Vessel Unit
SC 530
LCC OL (LYON) | 1
1 | SC
LCC |
| 85.6.10 | Shallow Water Salvage Unit
LCI(L) 43 (C)
1 LCM(3) (LYON) | 1
1 | LCI(L)
LCM(3) |
| 85.6.11 | Naval Beach Party Unit
Company C, 4th Beach Battalion
NCD Units (when Beach Party established ashore)
Amphibious Scouts (for hydro survey)
LCC 68 (Traffic Control) (When prior assignment completed)
1 LCVP (Traffic Control) (From LYON) | | |

(g) 85.7 Blue Beach Assault Group - Commander Floyd, U.S.N.

- | | | | |
|--------|--|----|--------|
| 85.7.1 | LCI(L)(C) 196 (F) Commander Floyd - (Note: Commander
Floyd controls both Yellow and Blue Beaches) | | |
| 85.7.2 | LCVP Unit
26 LCVP from STANTON | 26 | LCVP |
| 85.7.3 | LST Unit
LST 995 | 1 | LST(2) |

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-
- 85.7.4 LCT Unit One
LCT(6) 554, 563, 566, 604, 1047 5 LCT(6)
- 85.7.5 LCT Unit Two
LCT(5) 17, 24, 125, 224, 268 5 LCT(5)
- 85.7.6 LCT Unit Three
LCT(3) 330, 356, 357, 388 4 LCT(3)
- 85.7.7 Demolition Units
Apex Unit 55 (ARCTURUS)
NCD Units 55, S5, and (1 UK) (BARNETT)
- 85.7.8 Support Craft Unit
LCT(R) 437, 440 2 LCT(R)
LCG 12 1 LCG
LCF 14 1 LCF
LCS(S) 13, 14, 15, 16 (1 STANTON, 3 DICKMAN) 4 LCS(S)
LCM(R) 6, 7 (Woofus) 2 LCM(R)
- 85.7.9 Control Vessel Unit
PC 1235 1 PC
LCC 99 (STANTON) 1 LCC
- 85.7.10 Shallow Water Salvage Unit
LCI(L) 37 (S&F) 1 LCI(L)(S&F)
1 LCM(3) (STANTON) 1 LCM(3)
- 85.7.11 Naval Beach Party Unit
Company C, 4th Beach Battalion
NCD Units (when Beach Party established ashore)
Amphibious Scouts (for hydro survey)
LCC 68 (Traffic Control)(When prior assignment completed)
1 LCVP (Traffic Control)(From STANTON)
- (h) 85.8 Division Reserve Assault Group - Commander Warburton, U.S.N.
- 85.8.1 LCI(L)(C) 530 (F) - Commander Warburton 1 LCI(L)(C)
- 85.8.2 LCI(L) Unit One
LCI(L) 400, 409, 410, 527, 551, 552, 554,
555, 557, 945, 946, 948, 949 13 LCI(L)
- 85.8.3 LST Unit
LST(2) 1019, 1020 2 LST(2)
- 85.8.4 LCI(L) Unit Two
LCI(L) 2, 17, 46, 528, 529 (For Beach 261) 5 LCI(L)
- 85.8.5 LCT Unit One
LCT(3) 446 (For Beach 261) 1 LCT(3)
- 85.8.6 LCT Unit Two
LCT(4) 582, 595, 601 (For Beach 261) 3 LCT(4)

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WESTERN NAVAL TASK FORCE,
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(i) 85.9 Corps and Division Groups - Commander Warburton, U.S.N.

85.9.1	LST Unit		
	LST 140(Air Corps), 526 (FD), 1021	3	LST(2)
85.9.2	LCT Unit One		
	LCT(3) 344, 386, 389, 396, 397	5	LCT(3)
85.9.3	LCT Unit Two		
	LCT(4) 538, 540, 614, 617, 702	5	LCT(4)
85.9.4	LCT Unit Three		
	LCT(5) 233	1	LCT(5)
85.9.5	British Tender Unit		
	Br.LCI 161 (Store Ship)	1	LCI(L)
	Br.Fleet Tender 6 (Balloon Tender)	1	FT
	Br.LCT(2) 164 (Balloon Tender)	1	LCT(2)
	Br.LCT(1) 17 (Smoke Tender)	1	LCT(1)
	Br.LCT(2)(E) 170 (with Br. LCRU embarked)	1	LCT(2)(E)
85.9.6	LCI(L) Unit		
	LCI(L) 526, 563	2	LCI(L)

(j) 85.10 Beach Identification Group - Lieutenant Joy, U.S.N.R.

85.10.1	"OBOE" Reference Vessel		
	PC 545	1	PC
85.10.2	"CHARLIE" Reference Vessel		
	PC 1593	1	PC
85.10.3	"WILLIAM" REFERENCE VESSEL - PC 556	1	PC
85.10.4	"KING" REFERENCE VESSEL - PC 559	1	PC

(k) 85.11 Escort and Screening Group - Lieutenant Joy, U.S.N.R.

	556 559		
	PC 556, 559, 621, 1594, 1595, 1596	6	PC
	SC 503 (Ex. 85.4), 515 (Ex. 85.4), 525 (Ex. 85.5)		
	530 (Ex. 85.6)	4	SC

(l) 85.12 Gunfire Support Group - Rear Admiral Bryant, U.S.N.

85.12.1	<u>Battleship Unit</u> - Rear Admiral Bryant, U.S.N.		
	TEXAS (F), NEVADA	2	BB
85.12.2	<u>Light Cruiser Unit</u> - Rear Admiral Jaujard, F.N.		
	PHILADELPHIA, GEORGES LEYGUES(F), MONTCLAM	3	CL
85.12.3	<u>French Destroyer Leaders</u>		
	LE FANTASQUE, LE TERRIBLE, LE MALIN	3	DL
85.12.4	<u>Destroyer Unit</u> - Captain Converse, U.S.N.		
	DesDiv 19		
	ELLYSON(F), HAMBLETON, RODMAN, EMMONS, MACOMB	5	DD
	DesDiv 20		
	FORREST (F), FITCH, HODSON	3	DD

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85.12.5 Close Support Unit

LCG 12, 14	2	LCG
LCF 10, 14	2	LCF

Note: These ships (85.12.5) are specifically
assigned to the Red and Blue Assault
Groups for the assault phase.

(m) 85.13 Minesweeping Group - Commander Ruth, U.S.N.

85.13.1 Minesweepers (Large U.S.)
SWAY, SYMBOL

2 AM

85.13.2 Minesweepers (Large Br.)
RINALDO (SO), ANTARES, ARCTURUS
BRAVE, SPANKER, ROSARIO
SATSA, CALM (Dan Layers)

6 M/S
2 DAN

85.13.3 Shallow Swoops

LCC 40	1	LCC
DMS 1, 3, 8, 13, 17, 18, 23, 24	8	DMS

85.13.4 Minesweepers (Small)

YMS 3, 28, 29, 37, 43, 55, 69, 83, 226, 248 10 YMS

85.13.5 Buoy Layers
PLANTER

1 ACM

85.13.6 Minesweepers (Small Br.)
555(F), 556, 557, 564

4 ML

(n) 85.14 Combat Salvage and Firefighting Group - Lt. Comdr. LePage, R.C.V.N.F.
(NARRAGANSETT)

85.14.1 ATF Unit

NARRAGANSETT (F), PINTO
HMRT ASPIRANT, ATHLETE, CHARON 5 ATF

85.14.2 ATA Unit
ATA 125

1 ATA

85.14.3 YTL Unit

YTL 186, 196 2 YTL

85.14.4 Boom Vessels

DASHILL, BARMOND
BARFORD 2 BAR

85.14.5 MFV Unit

MFV 90, 105 2 MFV

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WESTERN NAVAL TASK FORCE,
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(o) 85.15 Area Unloading Control Group (When constituted after the assault -
Commander Floyd, U.S.N.)

85.15.1 LCI(L)(C) 196(F) (Ex 85.6) Commander Floyd, U.S.N.
2 ICVPs (Message boats from LST 561)

85.15.2 LCT-LCM Control Unit - Lt.Comdr. Snagge - Lt. Olson
SC 534, LCI(L) 563
All LCT attached DELTA FORCE (Not otherwise assigned)

85.15.3 Beach 261 Control - Commander Warburton
LCI(L)(C) 530 (F) (Ex. 85.16) - Commander Warburton

85.15.4 Beach 263 Control - Commander Higgins
LCI(L)(C) 520 (F) (Ex. 85.5) - Commander Higgins

85.15.5 Beach 262 Control - Lt.Comdr. Brown
LCI(L) 948 (F) - Lt.Comdr. Brown

85.15.6 Logistics Unit
LST 53 - Mother Ship
Br. LCI 161 - Store Ship
Br. Fleet Tender 6 (Balloon Tender)
Br. LCT(2) 164 (Balloon Tender)
Br. LCT(1) 17 (Smoke Tender)
HEDE II (Reefer to arrive about D plus 5)

85.15.7 Combined Salvage Unit - Lt.Comdr. LePage, R.C.V.N.R.
NARRAGANSETT (F), PINTO, ASPIRANT
ATHLETE, CHARON
LCI(L) 37, 41, 43
Br. LCT(2)(E) 170 (With Br. LCRU embarked)
LCT 268
ATA 125
2 YTL
~~BARFORD~~ ~~BARHILL~~, BARMOND
MFV 90, 105
LCM(3) - Lifted by LSD

85.15.8 Naval Control of Merchant Ships

85.15.9 Commanders of Follow-up Convoys.
to
85.15.99

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(p) 85.16 Blue TWO Beach Control Group - Comdr. Warburton, U.S.N.

85.16.1 LCI(L)(C) 530 (Ex 85.8) - Commander Warburton, U.S.N.
LCC 68 - Traffic Control (Ex 85.7)
2 LCVP (Messenger Service from LST 53)

85.16.2 Company B, 4th Beach Battalion - Lt. Primo, U.S.N.R.

85.16.3 NCD Units (All units from assault beaches) 16 NCDU

(q) 85.17 Joint Loading Control Group - Lt. Comdr. P. Abbott, U.S.N.R.

(r) 85.18 Return Convoy Control Group - Captain Parker, U.S.N.

(s) 85.19 Naval Beach Party - Lt. Comdr. Walsh, U.S.N.R.

85.19.1 Red Beach Unit (Ex 85.4.9)

85.19.2 Green Beach Unit (Ex 85.5.10)

85.19.3 Yellow Beach Unit (Ex 85.6.11)

85.19.4 Blue Beach Unit (Ex 85.7.11)

85.19.5 Blue TWO Beach Unit (Ex 85.16.2)

85.19.6 NCD Units (16)

85.19.7 Amphibious Scouts

85.19.8 CB Pontoon Causeway Platoons

(t) 85.20 Assault Convoys Group

85.20.1 Slow Convoy (LCT) - Commander Floyd, U.S.N.

85.20.2 Medium Convoy (LST) - Captain Parker, U.S.N.

85.20.3 Fast Convoy (LCI) - Commander Warburton, U.S.N.

85.20.4 Transport Convoy - Captain Dierdorff, U.S.N.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
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NAPLES, ITALY,
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1. (a) Information

(1) Enemy information as contained in Intelligence Plan, ANNEX "ABLE". Late information will be furnished if received.

(b) (1) ANVIL is a combined French-United States-British operation, the object of which is to secure a firm beachhead in Southern France from which further offensive operations can be developed. Force "DELTA" will land the center force.

(2) Bombing by Army aircraft, shore bombardment by naval ships, and naval demolitions if required, will precede the landing of troops.

(3) Fighter aircraft cover will be provided for the assaulting forces by Army and Naval aircraft.

(4) Paratroops will be dropped in rear areas prior to H-Hour.

(5) "ALPHA" Force - Rear Admiral Lowry - will land on beaches to the westward (left).

"CAMEL" Force - Rear Admiral Moon - will land on beaches to the eastward (right).

(6) No friendly submarines will be in the area of this task force.

(c) Assumptions.

(1) That enemy resistance of all types will be stronger than in any previous amphibious operation in this theatre.

(2) That strong enemy submarine, light surface craft and air attacks are to be expected.

(3) That enemy moored mines inside the two hundred fathom curve and shallow water mines and boat obstructions near the beaches will be encountered.

(4) That additional enemy mine laying by aircraft and E-boats is to be expected.

(5) That landings will be made after first light and subsequent to air bombardment, naval shore bombardment, obstacle demolitions and drenching fire by rockets.

(6) That weather, obstacles and false beaches will not preclude landing through the surf on the true beaches.

(7) That maintenance over beaches will be necessary for at least thirty days.

2. This Force will establish the Forty-Fifth U.S. Army Division, reinforced, ashore on beaches 263A, 263B and 263C on D-Day at H-Hour and will support its advance to beaches 262 and toward 264 in order to assist in the establishment of a firm beachhead in France for future offensive operations.

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WESTERN NAVAL TASK FORCE,
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3. (a) Landing Force - When placed ashore in accordance with Landing Plan, Annex "JIG", assault in accordance with Field Orders of the Division Commander.
- (b) Force Flagship - Operate as directed by Commander Task Force 85. ^{MINE SWEEPING} ~~Screening~~ Group being ready to stand by Force Flagship for transfer of Commander Task Force 85 if ordered prior to ^{MINE SWEEPING} ~~Field Support~~ commitments. FDT 13 operate as directed by Commander Eighth Fleet. *LCI (L) (C) 520 WILL BE READY TO EMBARK THE TASK FORCE CMDR. IF ORDERED.*
- (c) Transport Group - Land embarked personnel, vehicles and equipment in general accord with the commitments prescribed in Landing Plan, ANNEX "JIG", and detailed orders issued by Transport Group Commander. Be prepared to land vehicles either over Beach 261 or the assault beaches as ordered. Depth of water precludes anchoring in the Transport Area. While only limited maneuvering is feasible in the Transport Area, it is desired to maintain therein approximately the formation shown in the Approach Plan, checking position on the U.S.S. ELIZABETH C. STANTON. Be prepared to move inshore on signal when shore batteries have been silenced. Be prepared to move offshore in the event that shore batteries begin to register in the Transport Area. Preferably this should be done on signal and in formation. However, in the event any ship finds herself being dangerously bracketed, her C.O. is authorized to use evasive maneuvers with due regards to the safety of other ships in the vicinity, reporting his action as soon as possible to the C.T.G.
- (d) Red Beach Assault Group,
- (e) Green Beach Assault Group,
- (f) Yellow Beach Assault Group,
- (g) Blue Beach Assault Group - Land forces of the 45th U.S. Infantry Division on assigned beaches in accordance with detailed instructions in the Landing Plan, ANNEX "JIG". Lend mutual assistance to the assault on adjacent beaches. Detach units to other task groups and retain local naval control of beach area in accordance with Reorganization Plan, ANNEX "MIKE".
- (h) Division Reserve Assault Group - Land embarked units and equipment on call to beaches to be designated as dictated by the tactical situation then existing. Be prepared to off-load into smaller craft if landing is not feasible in accordance with the detailed instructions of the Landing Plan, ANNEX "JIG".
- (i) Corps and Division Groups - Land embarked units and equipment on call over beaches in accordance with the detailed instructions of the Landing Plan, ANNEX "JIG".
- (j) Beach Identification Group - Detach without signal from assault convoy and proceed to locate beach identification points in accordance with Approach Plan, ANNEX "GEORGE", Appendix Two. Control the dispatching of landing waves in accordance with Landing Plan, ANNEX "JIG". When released from control duties, report to Commander Escort and Screening Group.

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- (k) Escort and Screening Group - Assist in the defense of own ships against enemy air, surface and underwater attack. Provide area screens in accordance with Defense Plan, ANNEX "OBOE". Provide escorts as requested by Return Convoy Control. Control defensive smoke patrols. Provide for control of escort craft in the mounting area for follow-up convoys in liaison with Joint Loading Control.
- (l) Gunfire Support Group - Protect all units against enemy attack. Provide pre H-Hour shore bombardment and naval gunfire support during the assault as directed in the Gunfire Support Plan, ANNEX "KING". Counter-battery fire in accordance with Defense Plan, ANNEX "OBOE". When released, DD's report to Commander Anti-Submarine Group. All LCTR's ~~immediately upon completion of firing~~ ^{WHEN RELEASED} proceed to CAMEL point "ABLE" (43° 17.95' N, 06° 57.5' E) marked by PC 1597 taking care not to cross any boat lanes or to interfere with landing craft particularly DUKWs proceeding to the beach. Report to Captain Schulten, U.S.N. CAMEL Attack Force, in LCI 195. Begin reloading rockets en route. Other ships as directed.
- (m) Minesweeping Group - Clear mines in fire support areas and in approach channels to the assault beaches to the minimum depths practicable with available equipment, in accordance with Minesweeping Plan, Annex "FOX". Counter-battery fire in accordance with Defense Plan, Annex "OBOE". Smoke in accordance with Smoke Plan, Annex "UNCLE". Detach ships in accordance with Reorganization Plan, Annex "MIKE".
- (n) Combat Salvage and Firefighting Group - Provide for salvage of ships and craft damaged off assault beaches, including fighting fires, pumping and towing as required. Report to Area Unloading Control when directed. (Salvage Units under the Beach Assault Groups report to Combat Salvage and Firefighting Group when directed upon completion of the Assault Phase.) Operate in accordance with directives of Salvage Plan, Annex "PETER". ^{SEE CORRECTION OF LANDING PLAN, ANNEX JIG, APR 14, PARA. 3(B) REGARDING SPECIAL ASSIGNMENT FOR NARRAGANSETT AND PINTO.}
- (o) Area Unloading Control Group - On signal from the Task Force Commander assume command of unloading activities in accordance with the Reorganization Plan, Annex "MIKE".
- (p) Blue TWO Beach Control Group - Land on call about H plus 4 on Northern section of Beach 261. Clear lanes and mark channels to permit landing craft to beach at the earliest practicable time. Conduct hydrographic survey. Assist in salvage of beached craft. Control boat traffic to and from the beaches. Supervise Naval evacuation of casualties, prisoners, and survivors. Assist Army Beach Group Commander and advise him on naval matters. Keep Task Force Commander advised of beach conditions. Assist in the removal of all underwater obstacles between shore line and a point to where shallow water sweeps cannot operate. Provide for and control all Naval survivors on the beaches. Report to Area Unloading Control when directed.
- (q) Joint Loading Control - Organize, control and coordinate the berthing and loading of ships and craft in the mounting area, the movement of landing craft to and sailing of landing craft from the staging area, the movement of landing craft and transports between loading berths and anchorages, and their sailing in convoys. Distribute copies of manifests of cargo to Task Force Commander, Beach Assault Group Commanders, Area Unloading Control and Commander Naval Beach Party. Administer Logistics and loading of follow-up convoys in accordance with Logistics Plan, Annex "CHARLIE". Direct Follow-up convoys to report to Area Unloading Control in the assault area. Provide for the care of returning survivors.

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DEAN/3

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

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-
- (r) Return Convoy Control Group - Organize and direct prompt sailing of convoys returning to mounting ports, in accordance with Return Convoy Plan, Annex "LOVE."
 - (s) Naval Beach Party - Land during assault phase in accordance with Landing Plan, Annex "JIG". Conduct hydrographic survey and mark beaching points for landing craft. Assist in salvage of beached craft. Control boat traffic to and from the beaches. Supervise Naval evacuation of casualties, prisoners and survivors. Assist Army Beach Group Commander and advise him in naval matters. Keep Task Force Commander advised of beach conditions. Conduct demolitions of obstacles and clearance of mines in-shore of the one-fathom curve, to provide beaching points for craft and pontoon causeways. Control pontoon causeways. Provide for and control all naval survivors on the beaches. Report to Area Unloading Control when directed.
 - (t) Assault Convoys Group - Type Commanders assume command of DELTA vessels in convoy anchorages at least eight hours before time for getting underway. Conduct sortie, passage, and approach in accordance with Convoy Sortie and Routing Plan, Annex "DOG" and with Approach Plan, Annex "GEORGE". Observe Mediterranean Convoy Instructions except where modified by this Operation Plan. Upon execution of the signal "P-O-T-S" after arrival in the transport area, assault convoy organization is automatically disbanded, and all units revert to Task Organization for the assault phase.
 - (x) (1) This Operation Plan with all annexes except Annex MIKE is effective on receipt. On receipt of dispatch "Execute Reorganization Plan, Annex MIKE", tasks of all groups shift to support of the follow-up mission.
(2) Task Group Commanders provide detailed orders for execution of tasks assigned, including the shift to follow-up organization under Reorganization Plan, Annex MIKE.
(3) D Day and H Hour will be signalled.
(4) The assault is to be pressed home with relentless vigor regardless of loss or difficulty.
(5) Make smoke in accordance with Smoke Plan, Annex UNCLE.
(6) Take every available measure to insure earliest warning of enemy submarine, surface, or air attack.
(7) Destroy enemy forces encountered.
(8) Take every available measure to avoid firing on friendly ships and aircraft.
(9) Avoid known enemy minefields and unswept areas. Ships encountering mines in approach lanes will not stop, but will maneuver to avoid them. Destroy floating mines in accordance with Minesweeping Plan, Annex FOX, Appendix Three.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
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U.S.S. BISCAYNE, Flagship

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- (10) All LST and larger ships fly barrage ballons in accordance with Defense Plan, Annex OBOE, Appendix Three.
 - (11) Render all possible assistance for rescue and salvage not to interfere with assault missions. LSTs and transports specifically order assault boat crews to remain with their beached craft until released by the Beachmaster and to assist other craft broached or damaged.
 - (12) Comply with anti-aircraft gunfire doctrine, Defense Plan, Annex OBOE, Appendix Three.
 - (13) Take every possible measure to expedite unloading of troops, equipment and stores. Avoid congestion on the beaches.
 - (14) Maintain visual and radio silence except as modified in Communication Plan, Annex TARE.
 - (15) Be prepared to defend against enemy use of gas.
 - (16) During the assault be prepared to issue impregnated clothing to all crews of small craft beaching, and all naval personnel landing on hostile shore, and immediately available for all other exposed personnel.
 - (17) Report suspected enemy mine-laying.
 - (18) Make reports of serious damage indicating position and any assistance required. Any ship stuck or broached on the beach, on fire, or suffering underwater damage make emergency requests for assistance from nearby ships or salvage units. Normally requests for assistance should be made through the Salvage Group Commander, or Beachmaster. Ships or craft requiring assistance will, in addition to the prescribed requests for salvage, hoist International Signal Flag "VICTOR" ("I require assistance" in a conspicuous position. Any nearby craft capable of rendering assistance without detriment to its primary mission will comply immediately. This flag will be carried without exception by all ships, craft and landing boats engaged in the operation. A "VICTOR" flag made with a red "X" painted on both sides on a white background will be adequate for the purpose.
 - (19) Synchronize watches by time tick and convoy flag hoist signals.
 - (20) Comply with Storm Plan, Annex NAN.
 - (21) Thirty (30) LCT's will be equipped with barrage ballons for delivery to the assault beaches. A crew of four men with necessary equipment from the balloon battalion will be lifted on LCT's to be designated prior to departure.
 - (22) Evacuation of casualties in accordance with Medical Plan, Annex QUEEN.
 - (23) Communication Plan, Annex TARE is classified as Confidential. It may be removed and distributed to all communication personnel who need to know.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944.

-
- (24) Each British LCT(4) will lift two fifty (50) foot sections of Fox. Off load and transfer these sections in accordance with the instructions contained in Appendix FIFTEEN to Annex JIG.
 - (25) Prisoners of War will be handled as provided in Prisoners of War Orders, Annex ROGER.
 - (26) Merchant ships and hospital ships information is contained in Merchant Ships and Hospital Ships Orders, furnished each ship in Naval Commander Western Task Force Operation Plan No. 4-44.
 - (27) On completion of this operation, this plan with all annexes will be destroyed by burning. No report required.
- 4. Base on NAPLES: Fuel, water, supplies and repairs in accordance with Logistics Plan, Annex BAKER.
 - 5. (a) Communications in accordance with Communication Plan, Annex TARE.
(b) Use Zone BAKER time.
(c) Make reports in accordance with Communication Plan, Annex TARE, Appendix Seven.
(d) Commander Task Force EIGHTY-FIVE in Biscayne. Second in command, Rear Admiral C. F. BRYANT, in TEXAS.
(e) The short title of this Operation Plan is DEAN/3.

B. J. Rodgers

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Commander Delta Attack Force.

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- 2. Codewords
- 3. Weather
- 4. Currents
- 5. Tides
- 6. Beach Data
- 7. Defenses
- 8. Astronomical Tables
- 9. Ports
- 10. Enemy Radar
- 11. Landmarks
- 12. Known Enemy Minefields
- 13. Captured Equipment and Documents
- 14. New Enemy Equipment of Naval Interest
- 15. Friendly Types of Ships and Aircraft

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CHARLIE - Loading Plan

- | | |
|----------------------------------|-------------------------------|
| 1. LST Loading Bill | 5. LCT Loading Bill |
| 2. LST Berthing Plan at NISIDA | 6. LCT Berthing Plan at BAIIA |
| 3. LCI Loading Bill | 7. Transport Loading Bill |
| 4. LCI Berthing Plan at POZZUOLI | 8. Berthing Plan at NAPLES |

DOG - Sortie, Convoy and Routing Plan

1. Anchorage
2. Convoy Timetable
3. Towing Plan
4. Convoy Routes
5. Convoy Orders
6. Sortie Order
7. Cruising Dispositions - Diagram
8. Navigational Aids

FOX - Minesweeping Plan

- | | |
|------------------------------|--|
| 1. Minesweeping Area Diagram | 4. Geographical Position of Reference Points |
| 2. Sweep Unit Four Diagram | 5. Time Schedule for Minesweepers |
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2. Beach Identification Procedure
3. Overlay of Transport, Rendezvous and Approach Areas

JIG - Landing Plan

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3. Landing Wave Analysis Red-Green Beaches
 - Part 1 - Boat Assignment Table Red-Green Beaches
 - Part 2 - Landing Wave composition Red-Green Beaches
 - Part 3 - Landing Wave Diagram Red-Green Beaches
 - Part 4 - Landing Wave Time Diagram Red-Green Beaches
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5. LCVF Numbering System - Red-Green Beaches
6. Wave 1 Rendezvous Diagram - Red-Green Beaches
 - Part 1 - Wave Assembly - Red-Green Beaches
 - Part 2 - Procedure to OBOE - Red-Green Beaches
7. Diagram - Support Wave & Wave 1 - All Beaches
 - Part 1 - At OBOE
 - Part 2 - OBOE to Beach
8. Dispatch and Landing Schedule - Red-Green Beaches
9. Wave Assembly Diagram - Red-Green Beaches
 - Part 1 - Wave 2
 - Part 2 - Waves 3, 4, and 6
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 12. Dispatch and Landing Schedule - Yellow-Blue Beaches
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 16. Unloading Priority Table

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2. Numbers List of Targets and Reference Points
3. Rates of Fire
4. Outline of Communications
5. Med. Bombardment Code (Previously issued by CinCMed)
6. Gunfire Overlay
7. Assignment of Shore Fire Control Parties and Ships
8. Known Targets and Sectors of Responsibility

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MIKE - Reorganization Plan

1. Unloading Procedure
2. Administrative Orders
3. Anchorage Berths

NAN - Storm Plan

ODOE - Defense Plan

1. Surface Screen Diagrams
2. Anti-Aircraft Doctrine
3. Anti-submarine Doctrine
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5. Counter-Battery and Anti-searchlight Fire Doctrine
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PETER - Salvage Plan.

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III - The Assault

IV - Post Assault Communications

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 - (b) U.S. Navy Operational Call Signs
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 5. Radar and IFF
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3. Smoke Equipment table.

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DEAN/4

Intelligence Plan

ANNEX ABIE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

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ANNEX ABIE
INTELLIGENCE PLAN

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WESTERN NAVAL TASK FORCE,
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Intelligence Plan

ANNEX ABIE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

PART - A

I. FORWARD AND INTRODUCTION

Brief of Operation ANVIL

ANVIL is the code name for an amphibious operation of French, United States and British Forces in the area of ST. RAPHAEL to ST. TROPEZ, the object of which is to secure a firm beachhead in Southern France from which further offensive operations can be developed. Force DELTA will land the center force.

General Information

The coastal area from CAP CAMARET to the GOLFE de ST. TROPEZ consists of low sandy beaches fringed by rocks, forming the BAIE de PAMPOLONNE; the CAP de ST. TROPEZ is the eastern extremity of a promontory of moderate elevation receding into the entrance of the GOLFE de ST. TROPEZ. This gulf contains the small ports of ST. TROPEZ and ST. MAXIME. The gulf extends two miles across to POINTE des SARDINAUX which is low, with rocky banks offshore. The BAIE de BOUGNON containing RED, GREEN, YELLOW and BLUE Beaches of the DELTA attack force is situated between POINTE des SARDINAUX and POINTE des ISSAMBRES, 2 and 3/4 miles northeastward. There are rocky patches offshore. GOLFE de FREJUS is an indentation in the coast between POINTE des ISSAMBRES and CAP DRAMMONT, 7 miles northeastward. The Port of ST. RAPHAEL lies within the head of this gulf.

The ARGENS River discharges below the air field which lies west of the town of ST. RAPHAEL. The banks of the ARGENS River are 15-20 feet high, otherwise only vineyards and fruit trees cover the general area. Behind the shoreline there is a plain with hills rising to elevations of 800-2000 feet. To the northeast are the peaks of the ALPES MARITIMES.

Certain subjects, such as survival intelligence, current enemy weapons, tactics, etc., are omitted from this Annex, as these are covered by the annex of the Naval Commander, WESTERN TASK FORCE, and previously disseminated information.

Some of the material is subject to revision as new information is received. Such late information will be sent by dispatch by the Naval Commander, WESTERN TASK FORCE.

If any information promulgated by Naval Commander, WESTERN TASK FORCE, conflicts with that disseminated by Commander Task Force EIGHTY-FIVE, the former will govern.

Geographic code names are not to be used in this operation, and therefore are not included in this annex.

This Annex is meant to be read in conjunction with Annex ABIE and Annex PETER to Naval Commander WESTERN TASK FORCE Operation Plan No. 4-44, to apply to the specific beaches to be assaulted by the DELTA Attack Force.

Force EIGHTY-FIVE will land the 45th Division of the VI Corps, U.S. Army, in an assault area situated in the BAIE de BOUGNON and contiguous beaches.

ANNEX ABIE
INTELLIGENCE PLAN

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~~EXC-ANVIL~~

DEAN/4

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ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

II. WEATHER, VISIBILITY, SEA AND SURF
Conditions for laying smoke

A. CLIMATE

- (1) The weather that can be expected during August along the French Riviera is exceptionally favorable for amphibious operations. There may be, however, rapid and sudden development of active disturbance in the Western Mediterranean, even in summer. During this period, it is extremely dry, precipitation coming mainly from scattered showers or thunderstorms of the local type and not extending very far out to sea. The mean daily temperature maximum is about 82°, and the minimum 77°.
- (2) The sea temperature is about 75° F. and the mean air temperature not more than a few degrees greater or less than the temperature of the sea. On the coast of Corsica, the east to southeast winds are extremely hot and the summer squalls coming down the leeward mountain slopes are dry and withering.

B. VISIBILITY

- (1) Visibility is generally good and cloud and fog negligible along the southern coast of France. Haze (2 - 5 miles) is very prevalent during this period but occurs mainly from about the beginning of morning twilight until 0800. Occasionally it has been observed at 1300, but never at 1800. The normal visibility exceeds 10 miles on about two days in three at 1300 and 1800. It is estimated that 90% of the time it is 5 miles or better and rarely less than 2 miles.
- (2) The ceilings are generally 2500 to 5000 feet or better. Clear to scattered fair weather cumulus and some intermediate clouds is the predominant state of the sky.

C. WINDS

- (1) The predominant direction of the winds along the French Riviera is easterly at all seasons. The variability of wind with locality is very apparent. However, winds over the open sea seem to be spread evenly around the compass with a slight predominance from the West and Northwest. In the open sea, winds of greater than 17 knots occur about 18 to 30% of the time throughout July, August and September of which only 1 to 4% is greater than 27 knots.
- (2) The land breeze begins shortly after sunset and reaches its maximum at daybreak. It is usually very light but close inshore, at the mouths of deep valleys, it becomes fresh and gusty by 0300. The sea breeze follows the sun in direction and reaches its maximum intensity when the sun is highest.
- (3) Local names for winds are divided into three classifications:
(a) MISTRAL, (b) MARIN, (c) GREGAL

MISTRAL: Cold, fresh wind from the northwest. Usually last for two days, causing rough seas running from the northwest. This type wind should not be encountered during this time of the year.

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DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

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MARIN: A strong, southeasterly wind associated with the passage of depressions from Spain to Northern Italy. Accompanied by light rain, low ceilings, and poor visibility. Its duration seldom exceeds twenty-four hours.

GREGAL: A strong local northeasterly wind of rare occurrence, and very short duration.

- (4) Favorable conditions for laying smoke require: (a) On-shore winds, and (b) stability of the air to prevent vertical dissipation caused by vertical currents.

Generally speaking, the following table indicates the type winds which may be encountered on an average day:

0600-1000: Nearly calm with an on-shore drift.

1000-1300: On-shore winds gradually increasing.

1300-1600: On-shore winds of 12-16 knots.

1600-Sunset: Gradual veering to parallel coastline and diminishing of wind.

Sunset-2300: Nearly calm.

From 1600 to near 0300 stability is sufficiently great to make feasible the laying of smoke screens with the optimum conditions between 0300 and 0600.

D. SEA AND SURF

- (1) The fetches involved in this area are relatively short except to the south and southwest (directions of little wind), so that despite local variabilities in wind directions, the likelihood of heavy swell, as distinguished from sea, of such magnitude as to hamper amphibious operations is negligible. Average statistics show calm or slight swell and sea 89%, moderate 8%, rough 3% during the summer.
- (2) It has been estimated that on-shore winds of 17 knots or more will give breaking waves of 7 feet or higher, if the wind persists 24 hours.

E. MISCELLANEOUS PHENOMENA

- (1) Thunderstorms: Average one to five per month. These thunderstorms are apt to produce violent squalls of short duration.
- (2) Waterspouts: Practically non-existent during August and September.
- (3) Mirages: Frequent, particularly superior mirage, which is often the precursor of thick weather. The most common effect is the distortion of coastlines and objects thereon.

F. FORECAST LIMITS

- (1) Forecasts negative as to mistrals, storms, etc. are frequently possible for periods of 48 hours or more. During settled conditions a general break-up could usually be forecast at 48 hours, but the occurrence of local disturbing winds might be hard to predict in some places.

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III. TIDES, CURRENTS AND ASTRONOMICAL DATA

A. TIDES

The range of the tide is so small that though the range of the tide (0.6 for springs) is listed in the Tide Tables, the times are not given.

The sea level along the south coast of France generally rises with south-east winds and falls with northwest winds.

Since the height of the tide is greater with onshore than with off-shore winds and since a difference of 0.1 inch in the stand of the barometer will change the height of tide by 2 inches it is estimated that during 80% of August, high tide will be observed at near 1400 local time with low tide at near daybreak; but that a particular synoptic situation would be able to even reverse those times.

B. CURRENTS

The currents are mostly wind driven, and are therefore weak and irregular with the greatest velocities found along the coasts. The coastal currents have a mean velocity of about 1 knot; when a strong wind, above 25 knots, blows it may attain 2 knots. Eastward of CAP SICIE, the current usually sets westward in response to the prevailing wind; but, in the GULF of FREJUS, immediately northeast of the BAIE de BOUGNON, a counter current setting eastward is to be expected.

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LIGHT DURATION TABLES FOR MARSEILLES

(For TOULON subtract 2.0 minutes)
(For ST. MAXIME subtract 5.0 minutes)
(For NICE subtract 7.6 minutes)
(For GENOA subtract 14.0 minutes)
(For SPEZIA subtract 18.0 minutes)

ALL TIMES ARE BAKER TIME

Date-	Beginning- Morning Twilight	Sunrise-	Sunset-	Ending- Evening Twilight	Moonrise-	Moonset-	Phase of Moon
Aug.							
6	04 35	06 32	20 54	22 50	22 29	08 38	Full
7	04 37	06 33	20 53	22 48	23 03	09 55	
8	04 39	06 35	20 52	22 47	23 34	11 09	
9	04 41	06 36	20 50	22 45	00 05	12 23	Last Quarter
10	04 42	06 37	20 49	22 42	00 37	13 35	
11	04 44	06 38	20 47	22 40	01 10	14 44	
12	04 46	06 39	20 46	22 38	01 43	15 51	
13	04 48	06 40	20 45	22 36		16 54	
14	04 49	06 41	20 44	22 33	02 31	17 52	New
15	04 51	06 42	20 42	22 31	03 19	18 44	
16	04 53	06 43	20 40	22 29	04 12	19 29	
17	04 55	06 44	20 39	22 27	05 09	20 08	
18	04 57	06 46	20 37	22 25	06 07	20 42	
19	04 58	06 47	20 35	22 23	07 06	21 12	First Quarter
20	05 00	06 48	20 34	22 20	08 06	21 39	
21	05 02	06 49	20 32	22 18	09 05	22 04	
22	05 04	06 50	20 31	22 16	10 03	22 28	
23	05 05	06 51	20 29	22 14	11 03	22 52	
24	05 07	06 52	20 27	22 12	12 02	23 18	Last Quarter
25	05 09	06 53	20 26	22 10	13 03	23 46	
26	05 11	06 54	20 24	22 08	14 05	00 19	
27	05 12	06 55	20 23	22 06	15 08	00 57	
28	05 13	06 56	20 21	22 04	16 11	01 42	
29	05 14	06 58	20 19	22 01	17 12		Full
30	05 16	06 59	20 18	21 59	18 10	02 37	
31	05 17	07 00	20 16	21 57	19 00	03 41	
Sept.							
1	05 19	07 01	20 14	21 55	19 44	04 53	Full
2	05 20	07 02	20 12	21 53	20 23	06 09	
3	05 21	07 04	20 10	21 51	20 58	07 28	
4	05 23	07 05	20 08	21 49	21 32	08 47	
5	05 25	07 06	20 07	21 47	22 03	10 03	
6	05 26	07 07	20 05	21 45	22 35	11 18	Last Quarter
7	05 28	07 08	20 04	21 43	23 08	12 31	
8	05 29	07 09	20 02	21 40	23 46	13 41	
9	05 30	07 10	20 00	21 38	00 29	14 47	
10	05 32	07 11	19 58	21 36	01 15	15 48	
11	05 33	07 12	19 56	21 34		16 42	Full
12	05 34	07 13	19 54	21 32	02 07	17 29	
13	05 36	07 15	19 52	21 30	03 02	18 09	
14	05 37	07 16	19 51	21 28	04 00	18 44	

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IV. OBSTACLES

To date of 23 July, 1944, no underwater or offshore obstacles have been observed on the assault beaches of the DELTA Attack Force. This information is based on a study of the latest available air photographs of the target area.

Obstacles believed to be concrete tetrahedra or pyramids, were installed on beaches 261 and 264A during the period between May 11 and June 14, 1944, in a single row 65-80 feet offshore in 6 to 8 feet of water, spaced 16 to 18 foot apart.

It is therefore possible that additional progress has been made in placing those and other obstacles of the element "C" type along other assault beaches.

V. BEACH DATA

1. Assault Beach Study

(a) General

On D-Day at H-Hour, the DELTA ATTACK FORCE will assault the RED, GREEN, YELLOW and BLUE Beaches in the BAIE de BOUGNON Area. RED and GREEN Beaches are adjacent, the left flank of RED Beach being at the southern part of the BAIE, approximately 750 yards from the tip of CAP SARDINEAU (See next paragraph for exact locations). The distance from the right flank of GREEN Beach to the left flank of YELLOW Beach is about 390 yards, while the distance between the right flank of YELLOW Beach to the left flank BLUE Beach is approximately 1000 yards.

(b) Location

	RED BEACH	GREEN BEACH	YELLOW BEACH	BLUE BEACH
Coordinates	511223 to 510228	510228 to 510232	512235 to 512240	519247 to 523250
Latitude (center of beach)	43°19'32"N	43°19'45"N	43°20'12"N	43°20'32"N
Longitude (center of beach)	06°39'39"E	06°39'36"E	06°39'18"E	06°40'33"E

(c) Length Width

485 yds	485 yds	540 yds	500 yds
62 yds	62 yds	24 yds	34 yds

(d) Average Charted Gradients

1:56(9 ft. deep to shore)	1:56(9 ft. deep to shore)	1:60(6 ft. deep to shore)	1:73(9 ft. deep to shore)
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ANNEX ABLE
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(e) Consistency

Grey sand and shingle beaches with a narrow belt of low sand dunes on Green Beach. All other beaches are composed of sand and shingle with few dunes.

(f) Cover

There is very little cover on the assault beach except the vertical sea-wall extending the length of Red and Green Beaches and the few low lying dunes.

(g) Exits

An excellent coastal road lies just a few yards off of all beaches. Light railway tracks follow the coast line a short distance behind Blue and Yellow Beaches which swing sharply inland near the right flank of Green Beach. On Red and Green Beaches there are no prepared vehicle exits, but AFV can probably gain the coast road without preparation, especially in the north end. Preparations across the dunes will be necessary for M/T. The sea wall does not appear to be an obstacle as it can probably be quickly breached. At the southern end of Yellow Beach there is one track exit, usable by AFV and possibly M/T. Elsewhere vehicle exits will be more difficult to prepare due to the steep embankment backing the beach. On Blue Beach the coast road and railway are embanked, and no prepared vehicle exits from the beach are apparent. Infantry can easily scramble up to gain the road.

(h) Sandbars

Yellow and Blue Beaches appear to be free from sandbars which would hinder landing craft. The approach to Red and Green Beaches will be hampered by two bars. The outer bar is 200 yards offshore with probably 9 to 10 feet of water. The inner bar is cusp-shaped in appearance and varies from 50-75 yards offshore. Where the bar is 50 yards offshore the depth of the water is probably no more than two feet and where the bar is 75 yards from the beach the depth is four feet. It appears probable that all landing craft will be able to get over the outer bar, and no more than two sections of pontoons will be necessary for LSTs which will probably ground about 93 yards from shore. It is believed that all LCI(L)'s should be able to get within 50 yards of the beach so that wet landings of not more than two to three feet of water will be necessary. Both LCT(5)s and LCT(6)s will be able to get over the outer bar. LCT(5)s should be able to get near enough the beach so as to have only two feet of water at the ramp. LCT(6)s will ground somewhere between 75 feet to 150 feet from shore in depths of water not more than three feet at the ramp.

It is estimated that LCVPs will ground anywhere from 100 feet off-shore of the actual beach. There will probably be 2 feet of water 100 feet from shore.

(i) Rocks

Rocky patches appear at the left flank of Red Beach and the right flank of Green Beach extending some 50 yards out from shore. Until reconnaissance has been made, and rocks dangerous to landing craft are clearly marked, craft should keep as far from these two flanks as the situation permits when approaching the beaches.

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Charts of Yellow Beach show rock bottom fronting most of the beach. Air photos confirm this. Some of the submerged rock areas appear to be flat, and it is doubtful if they would be of a danger to craft.

Directly in the middle of the beach, there is a large rock over which there is probably only three feet of water.

Near the south end, 120 yards of the beach is clear of rocks, but again reconnaissance will be necessary to locate the exact limits of this clear area. It is impossible to say with certainty from air photographs exactly where submerged rocks are dangerous.

On Blue Beach there are rocky patches at either end of the beach extending some 50 - 70 yards seaward. There are no other obstructions to the approach.

(j) Anchorage

Red and Green Beaches: Rock and mud bottom, 6 fathoms 500 yards offshore. Onshore winds (i.e. winds from the East) cause a surf on the beach and make anchorage off it untenable.

Yellow Beach: 600 yards off the beach is 5-6 fathoms, exposed. Winds from the East (i.e. onshore winds) will make this anchorage untenable.

Blue Beach: 450 yards off beach in 6 fathoms bottom of mud and weed, good holding ground.

(k) Landing

Accuracy of information. Information on the prospective beaching of landing craft, due to the gradients off the beach, is and can be, only approximate for the following reasons:

- (1) There may be variation in the water level, due to unforeseen sea and surf conditions.
- (2) Runnels and troughs ($\frac{1}{2}$ feet deep) may vary the beach gradient in any given sector. Beach obstacles may cause slight runnels to develop to seaward. Also, the sand will wash away from the base of obstacles causing depressions into which the obstacles will sink.
- (3) Craters and lips, formed on the beach by pre-H-Hour air and Naval bombardment, may be appreciable hazards to small craft.
- (4) Variations in the trim and draft of boats within any one type of craft.

(l) Landmarks

There are few distinguishing landmarks on the DELTA Assault Beaches. The shoreline is a relatively even one with a low silhouette, and it is improbable that the road gaps would be visible to seaward even under the best of conditions. The bombardment preceeding H-Hour will not only knock out many of the landmarks but will probably create a heavy roll of smoke and dust which will conceal the shoreline.

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Red and Green Beaches

The left flank of Red Beach is approximately 750 yards from the tip of CAP SARDINEAU which is a wooded headland with a rocky coast. From CAP SARDINEAU a rocky shoreline extends 3/4 mile eastward and 6 cables East - South - Eastward. ROCHE des SARDINEAUX lies 1600 yards east of the point and on it stands a red circular masonry beacon 26 feet high.

A very distinct seawall varying from 6 to 10 feet high extends the entire area of Red and Green Beaches. The beginning of this seawall is 85 yards to the left of the left flank of Red Beach, 10 yards from the water's edge, on a rock formation which protrudes slightly into the water. This wall then gradually recedes towards the back of the beach so that at the left flank of Red Beach it is 90 feet from the water's edge. The wall then continues to recede towards the back of the beach until it reaches a point about 200 yards from the left flank of Red Beach. Here the wall is 195 feet from the water's edge. At this point, there is a small gap in the wall to enable entrance onto the beach. A new wall then continues along the back of the two beaches until it reaches the middle of Green Beach where it is 260 feet from the water. From here the wall again starts to come down to within 55 feet of the water's edge, 150 yards to the left of the right flank of Green Beach. The last 100 yards recedes to a point 75 feet from the water, adjacent to a summer beach house (See figure 2 of sketch) which is 25 yards from the water's edge. The right flank of Green Beach is some fifty yards from this beach house.

The whole length of these two beaches is covered with upright poles 10-15 feet high, irregularly spaced, but averaging 30 yards between each one. It is believed that the purpose of these poles is to prevent glider landings on the beach.

A good coastal road extends the length of the beaches, almost directly behind the seawall.

The left flank of Red Beach is rather devoid of landmarks; 450 yards to the left of the left flank, there is a square-shaped house (see figure #1 of sketch) located midway between the water's edge and the main road, 45 feet from the water. This house has two chimneys, one located at the center rear of the house and the other at the rear right end.

The one in the center rear may be obscured from the sea, but the one on the right end should be clearly visible from seaward. The left flank may be further identified as that place where the rocky coast ends and the sandy beach begins.

The right flank of Red Beach (also the left flank of Green Beach) may be identified by a group of three tall houses 250 yards from the water's edge and 175 yards from the main road (see figure #3 of sketch). This group of houses is set in a dense group of trees but is visible from seaward. From the middle house, a driveway leads down the main road at the end of which is a fence supported by ten cement rails evenly spaced. At the right end of this fence, there is another side road, joining the main road, which indicates the left flank of Red Beach and the left flank of Green Beaches.

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GREEN

The right flank of Red Beach is easily identified as that point where the sandy beach stops and the rocky shoreline begins. One lone pine tree, which is separated from a fairly large group of pine trees by 45 feet, is growing just beyond the sandy portion of the right flank. There is a culvert 13 feet in diameter just off the beach, draining onto the beach, 190 feet to the left of the flank. Beyond this pipe is a wide road leading up into the hills. This road is flanked on either side by low growing palm trees. On the right hand side of this road is the beginning of a stone wall.

Yellow Beach

Between the right flank of Green Beach and the left flank of Yellow Beach there is 390 yards of rocky coast with three evenly spaced groups of pine trees. The left flank of Yellow Beach begins with the sandy beach. Photographs indicate that two houses have been completely torn down at this point a few feet off the beach and now construction, possibly a casemate is now in progress. Across the main road, on the slope of the rising terrain and approximately 150 yards to the left of the flank, is a palatial villa (see figure #4 of sketch), two stories high. A large garage adjoins the building on the right side. There is a tall hedge fronting the house and there are three windows on the first floor and five on the second. A long driveway leads from the villa down the hill to the main road. This drive is flanked on either side by several rows of low lying hedges and shrubs. A long fence, having wooden supports spaced 8 feet apart, extends along the road from the foot of the drive for 200 feet on the right side and 450 feet on the left side. The main road lies only a few feet from the back of the beach.

The midpoint is marked by a side road coming down the hillside to join the coastal road. This side road is flanked by a dense group of trees which begins 60 feet from the main road. To the right of the side road, a stone-wall extends along the main road for a distance of 120 yards. At the end of this is a small two story rectangular house 60 feet behind the wall. From this house to the right flank of Yellow Beach is 690 feet.

There are no other landmarks to indicate the right flank of the beach. The sand ends abruptly at this point, and the rocky coastline again begins. The terrain in back of the main road rises quite sharply at this point.

Blue Beach

This beach may be easily identified because it begins where the rocky shoreline which extends from Yellow Beach ends.

The one landmark which locates the beach with certainty is a large white hotel (see figure #5 of sketch), about 200 yards from the middle of the right flank. This hotel has six stories and is approximately 75 - 100 feet high.

About 100 - 150 yards beyond the right flank, at a point of land which protrudes somewhat into the water, is an irregular shaped low-lying building which appears to be a yacht club or bathing pavilion. 900 yards further on down the coast is a three story house with a rounded nine-columned appendage facing seaward.

Just off the center of the beach there are two groups of parasol-shaped pines.

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DEAN/4

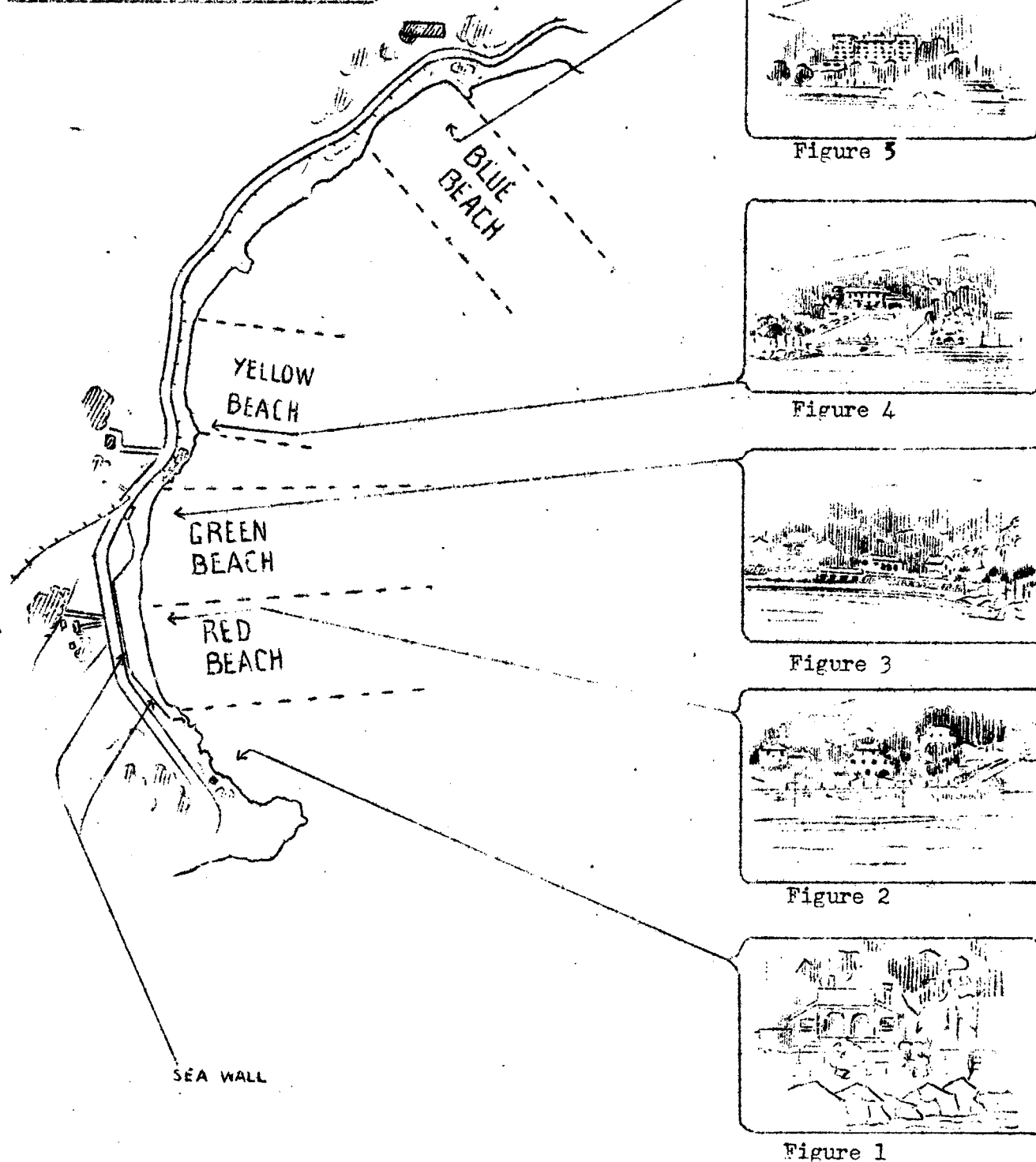
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LANDMARKS AND SKETCHES (Contd)



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2. Maintenance Beach Study

- (a) At approximately H-Hour plus 240, a battalion of Army engineers will be landed by 5 LCI(L)'s and 4 LCT's on the northern flank of Yellow Beach which is assigned to the ALPHA ATTACK FORCE. Yellow Beach is located in the BAIE de PAMPELONNE, the left flank at Lat. 43°12'47"N Long. 06°39'50"E, and the right flank at Lat. 43°13'56"N; Long. 06°39'50"E. The grid locations are 514107 and 513128.
- (b) As soon as this battalion has landed, it will be their task to clear the beach immediately to the north of Yellow Beach of all land and sea obstructions in order that the DELTA ATTACK FORCE may carry on maintenance over this beach. It is believed that sufficient area will be cleared by H plus 360 for maintenance to commence. Vehicles from APA's and AKA's will be unloaded from LCT's, LCM's over this beach.
- (c) The following is a description of this primary maintenance beach which is called Blue TWO Beach.

Length: 1950 yards
Grid Coordinates: 513128 to 518144

Left Flank (Latitude 43°13'56"N
(Longitude 06°39'50"E

Right Flank (Latitude 43°15' 8"N
(Longitude 06°40'18"E

Charted Gradient: 1:58 at left flank
1:54 at right flank

Suitability for craft: LCVP, LCM, LCT anywhere.

Description of Terrain:

A soft fine sand beach backed by a narrow belt of low dunes beyond which the terrain is low and flat at the right flank, but wooded and steeply rising behind the left flank. Several small streams cut the beach. There are two good exit roads and tracks, one directly behind the left flank of the beach, but tracking through the dunes will probably be necessary before M/T could reach them. The beach in general is good for maintenance.

- (d) After ST. TROPEZ is captured sometime during D-day, it is contemplated to shift all maintenance to this port.
- (e) When the area has been sufficiently cleared of the enemy, all maintenance will be carried on over the PLAGE de GRIMAUD. This beach is located at the head of GOLFE de ST. TROPEZ, approximately 2 miles from the town of ST. TROPEZ. The Gulf is U-shaped, open to the east, with a width of 2 miles at its entrance. It is deep and free of obstructions. The entrance to the Gulf can be identified by Chateau Borelly, a group of buildings surrounding a tower on the heights south of the entrance. The town of ST. TROPEZ is located just inside the Gulf on the south side. The beach in question is easy to identify since it occupies the entire western shore, i.e., the head of the Gulf.

~~TOP SECRET~~
~~BISOP-ANVIL~~

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(f) The following is a further description of this beach:

Lat. 43° 16' N; Long. 06° 35' E

Grid Coordinates: 456159 - 457183

Charted Gradient (from 10' deep to shore)

1:20 in the south

1:50 in the center

1:35 in the north

1:70 along the north shore (which faces south)

Sandbars: There is a cusp shaped bar fronting that section of the beach that forms the west shore, i.e., the head of the Gulf. This bar varies from 50-100 yards offshore and depths over it may be four feet in most places.

Obstructions: The sea bed along the northern shore of the beach is uneven and appears on photographs to have a rocky bottom. However, there is no evidence of rocks on the hydrographic charts, and persons well acquainted with this beach state that the formation is not rock, but a firm conglomerate of sand and dead wood and not considered a danger to beaching.

Suitability for Craft: LCA, LCVP, LCM, LCT(5), but landings may be wet in a few places where sand bar is close offshore and may have only 3 feet of water over it. Pontoons for larger LCT, and LST because of sandbar along the west shore and because of poor gradient along the north shore sector.

Description of Beach: 3400 yards of fine-sand beach with possible rock outcrops on the north sector. The center of the beach is backed by low dunes, behind which the terrain is flat and quite swampy.

VI. ENEMY DEFENSES AND INSTALLATIONS

The strategic enemy defense plan in Southern France is based upon the principle that the first and most important defense line will be on the beaches suitable for an amphibious landing. Very few inland prepared defenses have been observed. There has been a buildup in the assault area of CD and DP batteries while many of the original French installations have been retained, modernized and supplemented with German and Italian guns. Generally the headlands and entrances to the gulfs and bays are guarded by heavy batteries (reported 164 MM to 220 MM) and the valleys running inland from the beach are protected by light CD and field batteries placed on the flanks and on the valley floor, designed to prevent movement inland after a landing has been accomplished.

Light batteries have been placed on small promontories at the ends of many of the beaches, sited to enfilade the beach with crossfire.

A training area inland near FREJUS is covered with emplacements for training personnel in the construction and operation of CD and field guns.

For a list and description of the known strongpoints in this area, see: Naval Gunfire Support Plan, Annex KING of this order.

Camouflage of batteries is apparent from air photo studies and dummy positions have been observed. In addition to the fixed batteries there is possibility of mobile batteries mounted on the coastal railway.

Minor defenses consist of blockhouses, casemates, pillboxes, strongpoints, fire trenches, weapon pits, anti-tank gun positions, machine gun and mortar positions. Various anti-tank obstacles, ditches, walls, barbed wire entanglements, minefields and other obstructions extend along the beaches. General details and sketches of similar defenses and positions have been distributed. Panoramic sketches annotated with these installations accompany the operation order.

ANNEX ABIE
INTELLIGENCE PLAN

A. DATA ON GERMAN ARTILLERY

No.	Weapon	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs.	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
1.	75 mm. (2.95") AA	60	17,800	2780	14.3	20	85	360	CD/AA
2.	88 mm. AA FLAK 18 & 36	56	16,200	2690	19.8	15-20	85	360	
3.	88 mm. (3.46") AA FLAK 4.1	70	22,000	3280		20	88	360	AA/ATk
4.	105 mm. (4.13") AA FLAK 38	60	19,075	2890	32.2	10-15	80	360	CD/AA
5.	105 mm. (4.13") Gun and How.	22.8	11,640	1290* 1540**	32.6	8	40	56	*Normal charge **Super charge Max. range 13,470 yds when fitted with muzzle brake.
6.	10 cm. (3.94") Gun	40	20,800	2650	35	4	50	60	
7.	128 mm. (5.04") AA	-	19,600	2890	55	8	85	360	AA & SP
8.	150 mm. (5.9") AA	-	34,000	3450	88.6	6-8	-	360	CD/AA
9.	150 mm. (5.9") How	11	5,140	410- 790	80		73	11	S.I.G. 33
10.	150 mm. (5.9") How	17	9,296	1250	95.7	4	45	5	SFH 13 (13/02)
11.	150 mm. (5.9") How	29.6	14,570	1705	95.7		45	60	SFH 18
12.	150 mm. (5.9") Gun	42	21,870	2480	113.5		42	8	K.16
13.	150 mm. (5.9") Gun	55	27,340	2838	94.6		45	60	

ANNEX ABIE
INTELLIGENCE PLAN

A. DATA ON GERMAN ARTILLERY

No.	Weapon	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs.	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
14.	150 mm. (5.9") Gun	55	28,100	2930	94.6		45	60	MV & Range estimated K39. K in Wrs. Inf.
15.	150 mm. (5.9") Gun CD (?)	45	26,000	2730	99				MV & Range estimated
16.	172.5 mm. (6.69") Gun	50	30,621 or 32,371	2821 or 3035	150 138	50 50	16) 16)--	16)	Carriages interchange- able on these two.
17.	210 mm. (8.26") How	31	18,263	1854	249	70	16)		
18.	210 mm. (8.26") Gun	50	32,600	2880	264	45	360		K.39 Data unconfirmed
19.	240 mm. (9.45") How	28	20,000	1960	350	70	360		H.39
20.	240 mm. (9.45") Gun	-	40,875	2952	350	-	-		Data unconfirmed. K3
21.	280 mm. (11.02") How	12	11,700	1210	770	-	-		MV & Range estimated H.1/12
22.	CD How	12	13,200	1340	770	-	-		" " "
23.	420-455 mm. (16.17") Gun	-	40,500	-	-	-	-		Shell fragments in England
24.	615 mm. How (24.2")	-	10,000 to 15,000	1050 to 1375	4400	-	-		Used in Russia.

ANNEX ARI E
INTELLIGENCE PLAN

B. DATA ON GERMAN RAILWAY & VERY LONG RANGE GUNS

No.	Weapon	Length in Calibers	Max. Hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs.	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
1.	150 mm. (5.9") RR Gun		26,700	2800					MV & Range estimated.
2.	170 mm. (6.7") RR Gun	50	29,500	2750					MV & Range estimated.
3.	200 mm. (7.87") RR Gun		36,000	2660					MV & Range estimated.
4.	210 mm. (8.26") Very Long Range RR Gun		81 mi.	5330					Unconfirmed but frag- ments in England at at least 60 miles.
5.	240 mm. (9.45") RR Gun		29,700	2650					MV & Range estimated.
6.	240 mm. (9.45") RR Gun		24,600	2250					MV & Range estimated.
7.	280 mm. (11.02") RR Gun	40	30,700	2570					MV & Range estimated.
8.	280 mm. (11.02") RR Gun	45- 50	42,400	2980					MV & Range estimated.
9.	280 mm. (11.02") Very Long range Gun		60 mi.						Shell fragments in Eng- land at at least this range
10.	406 mm. (15.98")	50	45,000	2700					Data unconfirmed.

ANNEX ABLE
INTELLIGENCE PLAN

C. DATA ON CAPTURED FRENCH ARTILLERY BEING USED BY THE GERMANS

No.	Weapon	Length in Calibers	Max. hor. range in yards.	M.V. in F.P.S.	Wt. Projectile lbs.	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
1.	105 mm. (4.13") How	11	11,200	1450	34.5		50	53	Accuracy excellent.
2.	105 mm. (4.13") How	15	11,200	1525	34.5		50	39	
3.	105 mm. (4.13") Gun	22	13,400	1800	35.2		37	6	
4.	105 mm. (4.13") Gun	37.5	18,900	2410	35		43	50	
5.	120 mm. (4.72") Gun	20.4	13,800	1920	41		30		
6.	145 mm. (5.7") Gun	42	19,700	2570	74		38	6	Life-3000 rds. Bored to 155 mm. & becomes 155 L mle 191
								360 on turn-table.	
7.	155 mm. (6.1") How	11.2	12,500	1480	82		42	6	Life - 8000 rds.
8.	155 mm. (6.1") Gun	20	15,200	1980	82		40	6	Life - 6000 rds.
9.	155 mm. (6.1") Gun	20	15,500	1990	82		40	5	Life - 6000 rds.
10.	155 mm. (6.1") Gun	20.45	13,900	1690	95.4		30	60 on platform	Life - 6000 rds.
11.	155 mm. (6.1") Gun	24	19,000	2180	95		40	45	Life - 4000 rds.
12.	155 mm. (6.1") Gun	29.8	21,300	2380	95		35	60	Life - 4000 rds.
13.	155 mm. (6.1") Gun	37.8	22,000	2590	95		38	6	145-42 cal. bored out.
14.	194 mm. (7.64") Gun	29.8	20,700	2300	187		37	360	Mounted on track carriage.

ANNEX ABLE
INTELLIGENCE PLAN

C. DATA ON CAPTURED FRENCH ARTILLERY BEING USED BY THE GERMANS

No.	Weapon	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs.	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
15.	220 mm. (8.66") How	7	12,200	1360	221		65	6	Life - 6000 rds.
16.	220 mm. (8.66") Gun	27.8	25,000	2500	226.8		37	21	
17.	240 mm. (9.45") Truck mounted gun	21	18,900	1970	307		35	14 or 28	This is a coast de- fense gun mounted on truck. Very few now ex- ist. Believed to be re- placed by 220 L.
18.	240 mm. (9.45") How	21	20,500	2100	350		38	10	A platform mounted gun which can be transported on 2 vehicles tractor drawn.
19.	280 mm. (11") How (Mortar)	9.4	12,000	1370	440		60	20	This gun is also mounted on tracked carriages sim- ilar to that of the 194 C.P.F. gun. Weight vehicle equipment is 28 T.

D. DATA ON CAPTURED FRENCH RAILWAY GUNS BEING USED BY THE GERMANS

No.	Weapon	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
1.	164 mm. (6.46")	45	19,600	2540	110		40	360	A naval gun.
2.	194 mm. (7.65")		20,700				37	360	Two tracked carriages.
3.	194 mm. (7.65")	23.7	19,900	2100	184		40	360	
4.	240 mm. (9.45")	21	20,600	2020	350		38	10	The gun carriage is mounted on two 3-axle bogies.
5.	240 mm. (9.45")	30.8	26,000	2760	357		35 ac- ross track 29 along track	360	Mounted on carriage with two 6-axle bogies.
6.	274 mm. (10.3)	45	28,300 & 26,600	2580 & 2420	522		40	60	The gun is worked on a curved track of 80-100 metre (88/110 yds) radius.
7.	285 mm. (11.2")	38	29,400	2420	595		40	2	This gun is the 274 mm. re-built & is used on a curved track
8.	305 mm. (12")	30	30,000	2600	770		38	14	Mounted on two 6-axle bogies with carriage supported on track.
9.	305 mm. (12")	30	37,000	2820	693		38	14	Mounted on the same carriage as the Mle 93-96.
10.	320 mm. (12.6")	30	23,600	2100	850		40	14	Mounted on two 5-axle bogies.

ANNEX ABLE
INTELLIGENCE PLAN

D. DATA ON CAPTURED FRENCH RAILWAY GUNS BEING USED BY THE GERMANS (contd)

No.	Weapons	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs	Rate Fire R.P.M.	Eleva- tion (deg)	Tras- verse (deg)	Remarks
11.	320 mm. (12.6")	35	29,200	2260	850		40	14	Mounted on two 5-axle bog- ies.
12.	340 mm. (13.4")	28.5	20,000	1900	1020		40	10	Mounted on two 6-axle bog- ies.
13.	340 mm. (13.4")	35	29,400	2420	1020		40	10	Mounted on two 6-axle bog- ies.
14.	340 mm. (13.4")	43	36,400	2860	980		37	10	The gun platform is carried at each end by a double 4- axle bogie.
15.	370 mm. (14.6")	28.5	24,600	1885	1560		40	12	Each end of the platform is carried on double 4-axle bogies.
16.	370 mm. (14.6")	25	18,000	1755			65	12	
17.	400 mm. (15.7")	22	18,000	1740			65	12	
18.	520 mm. (20.5")	16	15,900	1475			60	12	The gun platform is carried at each end on double 4- axle bogies.

ANNEX A
INTelligence Plan

E. DATA ON FRENCH COAST ARTILLERY

No.	Weapon	Length in Calibers	Max. hor. range in yards	M.V. in F.P.S.	Wt. Projectile lbs	Rate Fire R.P.M.	Eleva- tion (deg)	Tra- verse (deg)	Remarks
1.	90 mm. (3.54") Gun	40	19,000	2790	26	20	80	360	Mble DP - Model 36
2.	155 mm. (6.1") How	-	-	-	-	-	-	-	-
3.	155 mm. (6.1") Gun	40	28,500	2620	125	6	30	360	Mble CD - Model 1932
4.	194 mm. (7.65") Gun	-	18,000	-	250	3	15	360	Model 1902
5.	240 mm. (9.45") Gun	-	26,300	-	-	-	-	-	Approx. the same ball- istic characteristics as E-3.
6.	270 mm. (10.62")	-	11,400	-	-	-	-	-	Possible 274.4 mm.
7.	138 mm. (5.5") Gun	40	18,000	2100	92	8	-	360	Naval model 1910.

ANNEX A
INTELLIGENCE PLAN

GrII/8thPhib/A16-3
Serial: 0021(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Intelligence Plan

ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

VII. PORT DATA

Recent reports indicate that the enemy has used bomb and demolition to effect the blocking of ports that will accommodate Liberty and other supply ships

Building landmarks, especially near the beach or port area may be destroyed before any craft land. Terrain features, therefore, are much more reliable for visual navigation from panoramic shoreline sketches and pictures.

A. The Port of SAINT TROPEZ

(1) Location:

43°-16'N. 6°-38'E. On the South coast of FRANCE. 38 miles ENE of TOULON, on the south shore of the GOLFE de ST. TROPEZ. The harbor is on the north side of the town, with its entrance from the west.

(2) Landmarks:

- (a) Conspicuous sandy beach at the head of GOLFE de ST. TROPEZ. There is a tobacco factory, with a pier, close east of the south end of the beach.
- (b) Large walled citadel of ST. TROPEZ on a hill at the east end of town.
- (c) Cable factory, with a pier, at the southwest side of CANOUBIES BAY.
- (d) White cylindrical tower, 54 feet high, at the head of the north mole.

(3) Tides and Currents:

Tides are negligible. Currents are weak and variable; influenced greatly by the winds.

(4) Anchorage:

- (a) To depth of 8 fathoms, over soft mud bottom, good holding ground, 600 yards northeast of POINTE de LA PINEDE, 1225 yards southwest of ST. TROPEZ Harbor.
- (b) In depths of 6½ to 8 fathoms, 600 yards west of POINTE de LA PINEDE, with the point in range with the monastery of LES CAPUCINS, south of ST. TROPEZ.
- (c) In depths of from 6½ to 7 fathoms, over mud and weed bottom, good holding ground, 300 yards NNE of head of timber pier at head of cove. BASSE des CANOUBIES, a shoal covered by 3½ fathoms of water, 700 yards west of POINTE de ST. PIERRE (the east point of the cove) should be avoided.

(5) Port Facilities:

There are approximately 2100 feet of quayage, of which about 50% provides berthage with depths of from 10 to 16 feet alongside, and cranes, rail-road connections as follows:

(On next page)

ANNEX ABLE
INTELLIGENCE PLAN

GrII/8thPhib/A16-3
Serial: 0021(P)

~~TOP SECRET~~
~~BIG CHANCE~~

DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

Intelligence Plan

ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Location	: Minimum : Depth : in feet	: Length at : this depth : in feet	: Height above : mean water : in feet	: Cranes, RR : and road : connection
Pier: W side of harbor	:	:	:	:
590 ft. S of head of W	:	:	:	:
Mole Face.	: 16	: 10	: 2½	: None
Quay; Inner side of N	: 13	: 150 &	:	:
Mole	: (to 16)	: 200	: 2½	: None
Customs quay: SE corner	:	:	:	:
of harbor	: 13	: 210	: 2½	: None
Pier; E side of harbor,	:	:	:	:
200 ft. S of N mole Face	: 13	: 100	: 2½	: None
Same, S side	: 13	: 50	: 2½	: None
QUAI DE SUFFREN	: 13	: 325	: 2½	: None
Pier: W side of harbor,	:	:	:	:
590 ft. S of head of W	: 4	:	:	:
Mole. S side	: (to 16)	: 100	: 2½	: None
Same, N side	: 4(to 16)	: 100	: 2½	: None
Quay: W side of harbor,	: 4	: 300 &	:	: 2 RR tracks
S of harbor entrance	: (to 12)	: 200	: 2½	: end at quay
	:	:	:	: apron. (Re-
	:	:	:	: ported nar-
	:	:	:	: row gauge)
Pier: E side of harbor	:	:	:	:
200 ft. S of N Mole,	: 2	:	:	:
N side.	: (to 13)	: 80	: 2½	: None
QUAI MARRAN	: 0(to 13)	: 200	: 2½	: None
QUAI: SW corner of	: 0	:	:	:
harbor	: (to 4)	: 100	: 2½	: None

NOTE: A single line boom, 36 yards long, composed of closely spaced floats, is used to close harbor entrance. The Quay has been reported prepared for demolition.

(6) Nets and Booms:

There is a single net, 100 feet long, attached at the head of the breakwater and drawn back along the breakwater in its open position. The floats are set 9 feet apart.

ANNEX ABLE
INTELLIGENCE PLAN

GrII/8thPhib/A16-3
Serial: 0021(P)

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Intelligence Plan

ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

B. Port SAINT MAXIME

(1) Location:

43°-19'N. 6°38'E. On the South coast of FRANCE. About 3 miles N of ST. TROPEZ, and 42 miles SW of NICE, on the north shore of the GOLFE de TROPEZ. It lies on the east end of a sandy bay.

(2) Landmarks:

Use landmarks given for ST. TROPEZ. Town of SAINT MAXIME is hidden from view from entrance to GOLFE de TROPEZ by a point of land at the east end of town. From a distance of approximately 2000 yards offshore, the bridge which spans the RIV. de PRECONNIOU on the shore road is visible. The town is small, with low buildings that hug the shore. High, thickly wooded hills rise immediately behind it.

(3) Tides and Currents:

Tides are negligible; have less than one foot of range.

(4) Anchorage:

South of Port SAINT MAXIME in the GOLFE de TROPEZ, sheltered from east and southeast winds. Rocky bank extends about 640 yards SE from breakwater, and should be avoided.

(5) Port Facilities:

Total length of quayage, including inner side of breakwater, is about 240 yards. Breakwater is about 180 yards long, with depths alongside 240 foot section of about 10 feet. Quay apron is about 3 feet above water level. In addition there are a jetty, 150 feet long, and a small quay inside the harbor. There are no RR sidings, and no cranes, but there is good road clearance from the quays. Note: The Jetty and Quay have been wrecked by mines.

(6) Net and Booms:

A single net, 540 feet long, extends southwest from the shore toward the approximate midpoint of the breakwater. There is a gate 40 feet wide between its free end and the breakwater. The floats are spaced 12 feet apart.

C. Port SAINT RAPHAEL

(1) Location:

43°-25'N; 6°47'E. On the South coast of FRANCE, about 43 miles SW of the French-Italian border, at the head of the GOLFE de FREJUS.

ANNEX ABLE
INTELLIGENCE PLAN

~~TOP SECRET~~
~~BIGG-ANVIL~~

DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Intelligence Plan

ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(2) Landmarks:

- (a) The radio masts and wharf at the seaplane base.
- (b) Water tower at the seaplane base.
- (c) Pointed belfry in the town of FREJUS.
- (d) Large, white hotel at rear of beach 700 yards NE of the seaplane base's radio masts, and about midway between the seaplane station and PORT SAINT RAPHAEL.
- (e) MONTAGNE de RAQUEBRUNE, a blackish, flat-topped mountain, with its east side perpendicular, west of the town of FREJUS.
- (f) Church of NOTRE DAME DE LA VICTOIRE, with white dome, in SAINT RAPHAEL.
- (g) Large white villa on POINTE des LIONS.
- (h) Orphanage of ST. JOSEPH $1\frac{1}{2}$ miles east of SAINT RAPHAEL.
- (i) Large house with 2 wings, about 550 yards west of this orphanage.

(3) Tides and Currents:

Tides are of little importance; sea level in general rises with SE winds and falls with winds from NW. Current generally sets W along coast E of CAP SICIE, and forms a countercurrent in the GOLFE de FREJUS; has speed of .8 to 1 knot in RADE de ST. RAPHAEL, leaving roadstead between ILE DU LION DE MER and ILE DU LION DE TERRE.

(4) Anchorage:

In RADE DE ST. RAPHAEL in 8 fathoms, over still, clay mud, good holding ground. Rocks extend 100 yards off NE shore of Roadstead and S side of E part of S breakwater. Anchorage is open to the S, but sheltered from E and SE by islots and rocks off POINT DES LIONS.

(5) Port Facilities:

Quayage, cranage, and unloading facilities are as follows, in decreasing order of depths alongside:

Location	Minimum depth in feet	Length at this depth in feet	Height above low water in feet	Cranes, RR & Road Connections
*S Breakwater	$6\frac{1}{2}$ (to 24)	575	4	Nil
QUAI DE ST. TROPEZ	Shoal shelving rapidly to 15'	380	4	Nil
W. Breakwater	0 (to 18)	300	-	Nil

*S Breakwater has parapet wall along its S side 15 feet high.

Note: Pier & 1 quay have been wrecked by mine. Remaining quay probably mined.

(6) Nets and Booms:

- (a) There is a 306 foot net running from the head of the west breakwater toward the head of the south breakwater. The interval between its floats is 13 ft. The net opens into the harbor.
- (b) A second net, 306 feet long, extends in a southwesterly direction from the head of the south breakwater, and ends at a large float 12 ft. by 3 ft. Its floats are spaced 13 ft. apart.

ANNEX ABLE
INTELLIGENCE PLAN

GrII/8thPhib/A16-3
Serial: 0021(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Intelligence Plan

ANNEX ABLE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

VIII. ENEMY ORDER OF BATTLE AND CAPABILITIES

A. Land

During the month of July there has been a thinning of enemy forces available in the assault area. Several divisions have moved to the NORMANDY Beachhead and there is a considerable turnover with indications of the commencement of fortifications in the TOULON, MARSEILLE area behind the beach defenses. There appears at the present writing a lack of depth of defenses but the beaches are strongly fortified with pillboxes and casemates at strategic points. As of 20 July elements of two infantry divisions are present in the general target area.

B. Sea

The following is the latest estimate of enemy naval units operational from ports in the Western Mediterranean:

Location	DDs	TBs	EVs	MAS	R/S	Subs	Aux.
TOULON			2			5	3
MARSEILLE		1	3				7
PORT DU BOUC					1		
CANNES				2			
VILLEFRANCHE					5		
NICE				2			
GENOA	1	3	1		1		3
SPEZIA		1					2
UNLOCATED		1	1	6/11	8		10
	1	6	7	10/15	15	5	25

No submarine activity has been apparent during the month of July.

C. Air

The following aircraft are currently based in the area within striking distance of WESTERN ATTACK FORCE:

	Southern FRANCE		ITALY	
Long Range Bombers	Ju88, Do217, He177	175 + 65		nil
Long Range Recce	Ju88, Ju188, Me410	15 + 5	Ju88, Me410	20 + 5
Ground Attack		nil	Ju87	45
S/E Fighters	Me109, FW190	25 + 5	Me109	100 + 10
T/E Fighters	Ju88	10 + 10		
Tactical Recce	Me109, FW190	15 + 5	Me109	25 + 10
Coastal	Arado 196	10 + 10		nil
		250 + 70		190 + 10

The above figures are subject to change with current operational demands on other fronts and defense areas of the enemy.

French resistance in this part of France is considered on a well organized basis and will be further activated by a beachhead there.

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DEAN/4

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAIEN, Flagship

NAPLES, ITALY,
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IX. FRIENDLY TYPES OF SHIPS AND AIRCRAFT

The characteristics of landing craft and transports of the allied nations involved in this operation are well known.ONI pictures identifying allied combat ships have been widely distributed. Likewise recognition material on friendly aircraft has been issued with a list of those active in this theatre.

The scouts operating in reconnaissance work previous to H-Hour in the assault area will use a 22 ft. pontoon power boat with a 4½ ft. beam. They should not be mistaken for enemy patrol boats or human torpedoes. The pontoon boats carry kayaks which are launched close to the beach.

U.S. MTB's will operate in the assault area and study of characteristics of Italian and German TB's and MAS should prevent any mistake in identifying friendly craft.

PART - B

I. SECURITY, COUNTER INTELLIGENCE, CENSORSHIP

Security:

- (a) Personnel in the battle area must not carry documents not expressly required for execution of the current operation. Personal papers, letters, and any other article which might contain information of value to the enemy will not be carried. It is contrary to existing directives to keep personal diaries. It is the prerogative of any commanding officer to cause search of any person, effects and quarters to make sure that the above is complied with. Any plans for future operations, spare cryptographic aids, etc., must be turned in at bases for safe keeping before ships sail for the assault areas.
- (b) No leave or liberty shall be granted from escort, support, or landing craft after personnel have been briefed. In case of sickness or other casualty among briefed personnel, the commanding officer or an officer designated by him, will make arrangements for the care of the man with base hospitals. In this case, the hospital is to be warned that the patient has been briefed and the hospital will take necessary precautions. Ambulance or other drivers must be refrained from conversing with the patient.
- (c) All working parties for loading of supplies and water or for making repairs shall be escorted and under constant supervision at all times in order to prevent unofficial communication.
- (d) Every ship and craft shall make special arrangements for the immediate destruction of documents, orders, etc., if capture appears imminent.
- (e) No chart, orders, or documents shall be taken on the operation other than those absolutely essential to the operation.
- (f) Any leakage of information shall be reported to the Task Force Commander immediately.

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Counter Intelligence:

- (a) The concern of counter-intelligence is to prevent useful information from falling into the hands of the enemy except under controlled conditions in support of deceptive plans.
- (b) From captured enemy reports it appears that interrogation of our officers and ratings taken prisoner has been a fruitful source of information for the enemy. It must be impressed on every member of our forces that a correct military attitude and NO information except RANK or RATING, and SERVICE NUMBER is the only defense against skilled enemy interrogation. To all other questions answer, "I am under military orders to give no information." To do otherwise may subject you to punishment by court martial. Do not talk to enemy interrogators and do not talk to other prisoners. If you don't know them personally they may be an interrogator or stool-pigeon disguised, and if you do know them personally, a concealed microphone may well record what you say.
- (c) All civilians in the assault area must be treated with suspicion until their identity and loyalty is unquestioned. Enemy spies disguised as civilians sympathetic to the invasion can pick up much useful information if permitted to wander about the beaches we have seized. Civilians are required to remain in their houses or present location until Army Civil Affairs Officers issue passes which bear name, address, and description of bearer. Other passes will not be honored and suspicious civilians will be turned over to military police. Naval intelligence officers ashore will cooperate with CIC of the Army and P/W interrogators.

Censorship:

- (a) Censorship of private correspondence shall be in accordance with the administrative current regulations and directives. Full effect shall be given to policies and prohibitions promulgated in theatre regulations, but those shall not be construed to permit the passing of information forbidden by individual service regulations.
- (b) In addition to other detailed instructions contained in individual service regulations, the security by prohibition in private correspondence of information relating to the following topics is particularly important:
 - 1. The location, identity, movement or prospective movement of any merchant ship, aircraft, naval vessel, or naval or military forces.
 - 2. The defensive or offensive forces, weapons, installations or plans of the individual or Allied Forces.
 - 3. Movement or supply of munitions or equipment.
 - 4. Routine or employment of any military or naval unit.
 - 5. Effect of enemy operations or casualties to personnel or material suffered by Allied Forces except as and to the extent officially released for publication.
 - 6. Criticism of equipment, appearance, physical condition or morale of own or Allied Forces.

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II. CAPTURED ENEMY DOCUMENTS AND EQUIPMENT

1. Captured Enemy Documents:

- (a) Every practicable effort will be made to search for and collect enemy documents from captured or stranded ships, headquarters and Naval Offices on shore, signal and communication installations, living quarters, etc. Under no circumstances should captured documents be destroyed when found. Such documents are the source of information which may be vital and which aside from helping to prevent needless loss of life, may materially affect the course of an operation. Information derived from enemy documents is always of long range value to higher headquarters and a single document, insignificant in itself, may be the clue or missing link to materially affect the intelligence picture when future operations are planned.
- (b) All documents found shall be turned over to the Commanding Officer of the unit or his intelligence officer without delay. Effective steps must be taken to insure that documents are not thoughtlessly retained by individuals as souvenirs.
- (c) Documents include the following:
 - (1) Charts, maps, overlays, plans, sketches.
 - (2) Directives, instructions, operation orders.
 - (3) Code and Signal Books, call lists, dispatches, cipher or code work sheets, logs and records.
 - (4) Files and correspondence.
 - (5) Technical manuals, instruction books, newspapers and periodicals.
 - (6) Miscellaneous papers of all kinds, including letters and memoranda.
- (d) No document shall be rejected because it is partly burned.
- (e) Captured documents shall be marked:
 - (1) Unit making capture or discovery.
 - (2) Date and place.
- (f) Documents taken from a prisoner shall be plainly marked with the name and serial number of the prisoner and all such documents shall be transferred with the prisoner in order that they be available to trained interrogators at subsequent interrogation.
- (g) Unit commanders shall, when practicable, extract information of immediate intelligence value and disseminate to commanders concerned. Documents appearing to contain information of immediate interest to the Army or Air Force shall be turned over to the nearest command post of those services without delay.
- (h) Documents not lending themselves to analysis or evaluation at unit level shall be transmitted to the Naval Task Force Commander for disposition in accordance with theatre directives.

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2. Captured Enemy Equipment:

- (a) The retention of captured enemy equipment or material for use or as souvenirs is prohibited, except use in emergency.
- (b) All captured equipment of possible intelligence value shall be reported - or if small in bulk and weight transmitted to the Naval Task Force Commander who will direct its disposition. Care must be taken to prevent stripping of small parts or other vandalism which will tend to destroy the usefulness of the equipment found or captured.

III. LOOTING BY NAVAL PERSONNEL

- (1) The term "looting" covers the removal, without proper authority, of stores or equipment of any type from Allied or merchant ships, as well as the pillaging of enemy property, government or civilian.
- (2) Chapter I, United States Navy Regulations, states as follows:

Section 8: "Such punishment as a court-martial may adjudge may be inflicted on any person in the Navy; or (who) does not use his best exertions to prevent the unlawful destruction of public property by others; or; when on shore, plunders, abuses, or maltreats any inhabitant, or injures his property in any way; or refuses, or fails to use, his utmost exertions to detect, apprehend, and bring to punishment all offenders, or to aid all persons appointed for that purpose."

- (3) Looting in any form cannot fail but to jeopardize the success of the operation, and to bring the service into disrepute. Looting of captured enemy equipment and documents aids the enemy by the simple fact of preventing items of operational intelligence interest from falling into the hands of intelligence units in our own forces and the subsequent use of such information in operations.
- (4) Personnel may feel it is "legal" to appropriate material or equipment on a beach or wharf consigned to other activities on the basis that it is "all government property". Unless a grave emergency exists, such practices must be considered as thefts and dealt with accordingly.
- (5) Senior Naval Officers and Naval Officers-in-Charge are to take special steps to protect damaged and disabled merchant vessels from looting, and adequate guards are to be placed at the earliest possible moment; whether these are provided from naval or military sources depend upon the prevailing circumstances.

IV. PRESS RELATIONS

- (1) All correspondents and press photographers will be accredited by proper authority, and such credentials will be demanded by all units upon initial reporting.

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- (2) Commanders will receive correspondents with the assumption that they seek to report the truth about their observation. Frankness, with respect to current operations, rather than overly-guarded speech is encouraged. Considerable freedom is permissible in providing facts as all copy will be censored by Navy Press Censors prior to release.
 - (3) Army Signal Corps photographers embarked in transports with Army units shall be permitted to take general photographs on board ship. Similarly, Navy photographers having Combat Photographers A.F.H.Q. passes will be permitted to take photographs ashore.
 - (4) Press correspondents copy will be forwarded by most expeditious means but will not be transmitted by radio except from NCWTF Flagship as may be authorized after censorship by Navy Press Censor. Press copy so transmitted must be pooled copy transmitted in plain language.

V. REPORTS AND DUTIES OF COMBAT INTELLIGENCE OFFICERS ASHORE

Report Plan

A. General

1. Prompt dissemination of information to higher echelons is essential during the operation. The communication facilities listed in Annex TARE to Operation Plan No. 3-44 will be utilized, to keep Group and Unit Commander informed of the situation.

Combat Intelligence

Essential Elements of Information Desired

The following types of information will be reported to this command as soon as practicable:

- (1) Location, disposition, speed and course of enemy units.
- (2) Loss and damage inflicted upon or by enemy units.
- (3) Beach information affecting landings and indicating conditions markedly different than indicated by previous information.
- (4) Location, types, numbers, strength and composition of previously unreported enemy minefields, under water obstacles, and control stations for minefields.
- (5) Location of enemy swept channels.
- (6) Enemy plans and preparations for demolition and blocking of ports and channels.
- (7) Location and available information on enemy batteries, defenses, and radar stations not previously identified.
- (8) Any new type of enemy ship, weapon or equipment encountered.
- (9) Condition of ports occupied with emphasis on:
 - (a) Extent of demolition.
 - (b) Condition of channels.
 - (c) Position of wrecks and other obstructions.
 - (d) Condition of cranes, warehouses, and other port facilities.
- (10) Estimated capacity of ports upon occupation.
- (11) Enemy resistance to our landings and their interruption of our scheduled beachheads and phase lines. Line of contact with enemy, and enemy plans or intentions.

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- (12) Enemy use of toxic gases and/or beach contamination agents.
 - (13) Enemy order of battle.
 - (14) Reaction of local population to invasion (helpful to Allies or, otherwise)
 - (15) Enemy sabotage and espionage activities, or plans thereof.
 - (16) Loss or serious damage to own or enemy major craft or ships.

Primary duties of Naval Combat Intelligence Officers

- (1) Preliminary interrogation of naval prisoners.
- (2) Interrogation of civilian inhabitants of the area.
- (3) Search for and seizure of enemy equipment and documents in cooperation with Army CIC officer.
- (4) Liaison with Army counter-intelligence, document centers and prisoners of war interrogation teams.
- (5) Reconnaissance to obtain essential elements of information, as applicable, on shore.

Information obtained from the above sources will be reported to the Beach Battalion Intelligence Officer. The Beach Battalion Commander will disseminate as appropriate information of immediate operational value and forward reports, captured equipment and documents of naval interest to the Amphibious Task Force Commander. Information and material of Army interest will be promptly made available to the nearest Army Command Post.

Reassignment of Combat Intelligence Officers

Combat Intelligence Officers assigned on temporary duty to Attack Force Commanders will be reassigned to U.S.N. Liaison Officer in major captured ports after the amphibious assault phase of the campaign is completed. When Attack Force Commanders withdraw from the operation area the above Combat Intelligence Officers shall be detached to continue temporary duty attached to the senior U.S. Naval Authority remaining on shore.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op Plan No. 3-44.

R. W. Metzger
R. W. METSGER,
Flag Secretary.

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~~LOGISTICS PLAN~~ ANNEX BAKER TO COMMANDER TASK FORCE EIGHTY-FIVE
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TASK ORGANIZATION

- (a) Commander Joint Loading Control Group - Lt. Comdr. Abbott, U.S.N.R.
- (b) Commander Salvage Group - Lt. Comdr. LePage, R.C.V.N.R.
- (c) Commandant Naval Operating Base, Palermo - Captain Nichols, U.S.N.
- (d) Commanding Officer, Penninsular Base Section - Col. Oxx, U.S.A.
- (e) Commanding Officer, U.S.S. DELTA - Commander Swanson, U.S.N.
- (f) Commanding Officer, LST 53
- (g) Commanding Officer, British LCI 161 - Lt. Fletcher, R.N.V.R.

B

1. INFORMATION

Poor gradients over all the assault beaches and the presence of sand bars on Red and Green Beaches demand that all landing craft beach with minimum possible draft. Fuel and water carried to the assault area in craft other than LST water carriers must be reduced to that which will insure the safe return of craft to the NAPLES Area for water and refueling.

All other vessels assigned to Task Force EIGHTY-FIVE will fuel and water to capacity at the ports of departure. Battleships, cruisers, and destroyers may require refueling at NAPLES. Small escort vessels and minelayers will refuel at NAPLES commensurate with escort requirements.

All ships will have a normal magazine fill. It is expected that ships of the Fire Support, Screening, and Escort groups will require replenishments in the forward areas.

Subsequent to the initial fueling all ships and craft shall fuel as directed by the Task Force Commander. Escort vessels and minesweepers may fuel from LST's when the opportunity presents itself.

All ships and craft except small escorts, LCI's and LCT's shall have ninety (90) days provisions. LCI's, LCT's and small escorts shall have forty-five (45) days provisions if space is available. In no case will provisions be allowed to fall below a thirty (30) day level. These craft will be resupplied in the DELTA Area when necessary.

Ships and craft will carry smoke equipment as indicated in Smoke Plan, Annex "UNCLE".

- 2. This Task Group will provide for the logistic requirements of all ships and craft assigned to Task Force EIGHTY-FIVE.

3. (a) Commander Joint Loading Control

- 1. Supervise the fueling, watering and provisioning of all ships of the DELTA Attack Force in the Naples Area. Keep the Commanding Officer of the Penninsular Base Section, and the Flag Officer Western Italy informed of the requirements of the forces afloat and arrange for necessary replenishments.

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2. Arrange for the refueling of ships and craft.
 3. Decide priority of emergency repairs for ships and landing craft with the U.S.S. DELTA.
 4. Make up and promulgate fuel and water bill for all craft in the NAPLES Area and take measures to insure that these schedules are carried out promptly.
- (b) Commander Salvage Group
1. Effect underwater emergency repairs to landing craft remaining in the assault area.
- (c) Naval Operating Base, Palermo
1. Organize repair and docking facilities on a twenty-four hour basis for the repair of all types of ships in the Task Force.
 2. Provide fuel and water for landing craft as required.
- (d) Commanding Officer Penninsular Base Section
1. Supply fuel from shore tanks to refuel oil barges as necessary.
 2. Provide gasoline for refueling ML's.
 3. Provide rations as needed for LST's, LCI's, and small escort craft subsequent to D-Day.
 4. Assign a Liaison Officer to Joint Loading Control to assist in the coordination of all the fuel, water and food requirements of ships and craft assigned to the DELTA Attack Force.
- (e) Commanding Officer, U.S.S. DELTA
1. Effect emergency repairs on a twenty-four hour basis to ships and landing craft based on availability assigned by Commander Joint Loading Control.
- (f) Commanding Officer, LST 53
1. Provide logistic support (fuel, lubricating oil, water, repairs, spare parts, propellers, provisions, messing and berthing of crews) for all unassigned ship-borne U.S. Naval landing craft operating in the DELTA area.
 2. Fuel, water, and provision LCT's and small craft operating in the DELTA area.
 3. Immediately after unloading in the assault, fuel to capacity from H.M.S. ENNERDALE, Water to capacity from EMPIRE HARP on D plus 1.
 4. Provide clothing to survivors within limits of stocks.

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5. Assign two (2) LCVP's to Balloon Tender Br. LCT(2) 164.
 6. Assign to repair party aboard, necessary LCVP's for repair work.
 7. Assign upon request one (1) LCVP to Commander Petroleum Division One.
 8. Provide logistic support for MFV90 and MFV105.
 9. Fly flag "M" flown superior to International Code Pennant (Answering Pennant).

(g) Commanding Officer, British LCI(L) 161

1. Provide logistic support for all unassigned ship-borne British landing craft operating in the DELTA area.
2. Mess and berth British Landing Craft Flotilla Maintenance Parties upon their arrival in the DELTA area.
3. Provide space for spare parts and lubricating oils to be transferred with LCM maintenance crews from the H.M.S. ENNERDALE.
4. Fly flag "M" flown superior to the International Code Pennant (Answering Pennant).

4. Ships and Craft Logistic Requirements

Fuel, water, and provisions on board S minus 2 day (Prior departure for assault beaches).

(a) FUEL

(1) Requirements

All ships and craft fuel initially as follows:

LST's-----	20,000 - 23,000 gal.
LCI's (except LCI 161)----	7500 gal.
LCI(L)C -----	20,000 gal.
LCI 161 -----	Capacity
All other ships and craft-	Capacity

(2) Availability

All ships and craft except LCT's have sufficient fuel to carry out complete operation without refueling.

Due to the shortage of shuttling tankers it is necessary that ships and craft fueling in the forward areas procure fuel only in such quantities as will permit safe return to main ports in ITALY and NORTH AFRICA.

All ship-borne craft will be fueled by ships to which assigned.
LCM(3)'s arriving on merchant ships and any ship-borne craft remaining in the assault area after their own ships have departed shall be fueled by U.S. LST 53 and British LCI 161.

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Adequate fueling facilities close to the assault areas are provided for combatant ships not required to remain in and fuel in the assault areas.

Arrangements have been made at CAGLIARI, to provide Navy special fuel oil, diesel oil, and 100 octane gasoline for not more than three (3) CVE's and their escorts simultaneously.

IMPORTANT, Commanding Officers of ships operating singly shall report summary of logistic requirements as far in advance as practicable before entering ports. Requests should be made to Commandant or Senior Officer ashore of a United States Naval operated port; or Flag Officer in command or Naval Officer in command of a British operated port.

All fueling facilities have been provided with adapters for the expeditious fueling of all ships under the command of Naval Commander Western Task Force.

(3) Fueling in the Assault Area.

Ship-borne craft and LCT's will fuel from parent ships, LST 53, and LCI 161 without clearance. All other ships and craft desiring to fuel will request a scheduled time from Commander Task Force EIGHTY-FIVE.

The following facilities are available in the Delta area:

SHIP	Available		Type Cargo
	From	To	
LST 53	D	- -	Diesel
LCI 161	D	- -	Diesel
H.M.S. ENNERDALE	D	D plus 4	Diesel, Navy Special
LE MEKONG (AO)	D plus 4	D plus 20	Navy Special
VAR (AO)	D plus 20	- -	Navy Special
CELEROL (YO)	D plus 1	- -	Diesel
EMPIRE FAY (YOG)	D	- -	100 Oct., 80 Octane for PT's
AMSTEL (Coal)	D plus 2	- -	NC and Welsh

Two (2) MFV's (motor fishing vessels) hull numbers 90 and 105 will arrive in the DELTA area with the LCT convoy. They will carry 1000 gallons of 80 octane gasoline, 1000 gallons of diesel oil, 100 gallons of symbol 9250, and 100 gallons of symbol 9370 lubricating oils. These vessels will be dispatched to points required by Commander Task Force EIGHTY-FIVE.

Tankers and Colliers, while in the assault areas, shall show by flag hoist, type of cargo and quantity remaining on hand (corrected every four (4) hours) as follows:

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Tankers, Navy Special	- - - - -	FOX
Tankers, Diesel Oil	- - - - -	DOG
Tankers, 100 Octane	- - - - -	GEORGE
Colliers, Coal	- - - - -	CHARLIE

The appropriate alphabet flag shall be hoisted superior to international code pennant (answering pennant) followed by numeral pennants indicating quantity of liquid in thousands of barrels and of coal in long tons.

EXAMPLE: FOX CODE PENNANT 24

Means: Navy Special, 24,000 barrels remaining for discharge

(4) Shore Tankage and Fuel Hulks in Forward Area.

The following shore tankage and fuel hulks will be maintained as shown:

SHORE TANKS

<u>Location</u>	<u>Type Fuel</u>
CAGLIARI	Fuel Oil, diesel, 100 Oct.
MADDALENA	Fuel Oil, diesel, 100 Oct.
AJJACCIO	Fuel Oil, diesel, 100 Oct.
CALVI	Disel, 100 Oct.
BASTIA	100 Oct.
ILE ROUSSE	Diesel

FUEL HULKS

<u>Name</u>	<u>Location</u>	<u>Type Fuel</u>
Barge MELANIE	AJJACCIO-PORTICCIO	Diesel
2 small barges	AJJACCIO-PORTICCIO	Diesel
Tanker EAGLE	PROPRIANO	Fuel Oil
Barge MARY MAZOUT V	PROPRIANO	Fuel Oil
Pontoon Fuel Barge	PROPRIANO	Diesel
Tanker GULF PRINCE	MADDALENA	Diesel, 80 Oct.
Tanker RONDIN	MADDALENA	Diesel
Tanker TAIGETE	MADDALENA	Diesel
Barge	BASTIA	100 Oct.

(b) LUBRICATING OILS AND GREASES

- (1) All ships and craft shall carry a full allowance of lubricating oils and greases.
- (2) All essential types lubricants available at NAPLES, AJJACCIO, CAGLIARI, MALTA, SICILY, BIZERTE, ALGIERS, ORAN, GIBRALTER, and CASABLANCA.
- (3) All tankers and fuel hulks will carry a reserve supply of lubricating oils as applicable to the types of ships and craft expected to fuel from such sources.

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- (4) Ship-borne landing craft will be supplied from parent ships or from LST 53 and LCI 161 when parent ships have departed.
 - (5) All fueling facilities have been provided with adaptors for the expeditious fueling of all ships under the command of Naval Commander Western Task Force.
 - (6) LCT's will carry two (2) spare drums of symbol 9250 or 9370 lubricating oil.

(c) WATER

- (1) Potable water shall be strictly rationed by all ships and craft. Every effort shall be made to reduce reserve feed requirements to a minimum. Ships equipped with distilling plants shall operate such plants as necessary to keep all potable water and reserve feed water tanks filled to capacity at all times. LST's equipped with distilling plants shall operate same as necessary until a time prior to beaching when craft will be brought to beaching draft. After retracting such plants will be operated to the maximum.

Ships not equipped with distilling plants and not restricted to beaching requirements will take on water at every opportunity. Landing craft will take on water at earliest opportunity upon retracting. The facilities of ships equipped with distilling plants shall be utilized to provide water for ships not so equipped and for shore installations when such transfer is practicable.

(2) LST WATER CARRIERS

The following LST's in this Force have been altered to effect transfer of potable water to shore tankage to be erected by the Army:

LST 140, 692, 995, 997, 494, 495

Each LST is provided with sufficient 2-1/2 inch hose to discharge water 100 feet inland when the LST is unloading over a 350 foot pontoon causeway, the inshore end of which may be 300 feet from the beach.

Each LST so equipped shall be prepared to discharge not less than 10,000 gallons, and preferably 20,000 gallons of potable water to shore tankage immediately after the assault, and upon arrival at beaches or ports in follow-up convoys. The quantity of water carried will be increased to a maximum of 100,000 gallons in follow-up convoys depending upon port depths and improved beach gradients.

(3) Tankage in Assault Area

Shore water tankage will be installed if required by Shore Engineers on D-Day on the following beaches:

<u>BEACH</u>	<u>QUANTITY</u>
263B	9000 gal.
263C	9000 gal.

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DEAN/5

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

LOGISTICS PLAN

ANNEX BAKER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(4) Floating Water Reserve in Assault Area.

<u>SHIP</u>	<u>AVAILABLE</u>	<u>WATER (bbls.)</u>
EMPIRE HARP	D plus 1 to _____	6,000

(5) Water Requirements

LST's will water as follows:

	<u>INITIAL</u>	<u>ARRIVE TRANS. AREA</u>
All LST's other than water carriers -----	35,000 gals	15,000 gals.
Water Carriers -----	50,000 gals	30,000 gals.
LCI -----	Capacity	6,000 gals.

All other ships will water to capacity.

Each ship and craft shall make necessary provisions for expeditious filling of canteens of assault troops immediately prior to disembarkation.

(6) Reserve Water Tankage in Forward Area.

Potable water tankage together with distilling units have been erected as follows:

<u>LOCATION</u>	<u>STORAGE (bbls)</u>	<u>DIST/GAL/24 HRS</u>
AJJACCIO	13,000	25,000
CALVI	12,000	10,000
ILE ROUSSE	1,000	10,000

(d) PROVISIONS, CLOTHING, SMALL STORES, CURRENCY

(1) Provisions

Army personnel embarked on APA's XAP's and AKA's will be subsisted by these ships in the same manner as prescribed for Navy personnel. These ships will ration to capacity.

Approximately four hundred (400) troops will be carried on each LST. The Navy ration will be augmented by Army Rations to be placed aboard by the Army. LST's will carry ninety (90) days Navy ration. The Army will place aboard ten (10) days Army ration for 500 personnel.

The Army will provide ten (10) days cold rations supplemented by coffee for personnel embarked in LCI(L)'s and LCT's. The Navy will insofar as practicable provide hot coffee on these craft.

ANNEX BAKER
LOGISTICS PLAN

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DEAN/5

WESTERN NAVAL TASK FORCE,
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DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

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AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

LST 53 will utilize to capacity all extra refrigerator space for fresh and refrigerated provisions. Navy dry stores for four hundred (400) men for ten (10) days will be carried in addition to the ration given above. Limited stocks of refrigerated provisions will ~~be~~ ^{be} ~~carried on D-Day to~~ ^{ARRIVE ON} the DELTA area in the coaster HEBE II. Such stocks will be distributed by the Task Force Commander. Stocks of refrigerated provisions will be made available in the DELTA area on dates to be announced by despatch from Task Force Commander.

Fresh and refrigerated provisions are available at Naval Supply Depot, ORAN; Advanced Amphibious Training Base, BIZERTE, and Naval Operating Base, Palermo.

Dry provisions are available at Naval Supply Depot, Oran; Advanced Amphibious Training Base, BIZERTE, and Naval Operating Base, PALERMO.

(2) Clothing, Small Stores, General Stores, and Ships' Stores.

Clothing, small stores, general stores, and ships' stores available at Naval Supply Depot, ORAN; Advanced Amphibious Training Base, BIZERTE; and Naval Operating Base, PALERMO.

(3) Survivors Clothing

Survivors outfits available as indicated below:

<u>U.S. NAVY</u>	<u>BRITISH NAVY</u>
AJJACCIO (U.S.N. Pet.Div 1)	AJJACCIO
PALERMO (NOB)	NAPLES
NAPLES (U.S.N. Det.)	ALGIERS
BIZERTE (AATB)	LCI 161 (DELTA AREA)
ORAN (NSD)	--
U.S.S. STANTON (DELTA AREA)	--
U.S.S. LYON (DELTA AREA)	--
U.S.S. BARNETT (DELTA AREA)	--
U.S.S. DICKMAN (DELTA AREA)	--
LST 53 (DELTA AREA)	--

Should it be necessary to provide survivors clothing to personnel of French, Greek, Polish, or other Allied Navies taking part in this operation, they shall be accorded the same consideration as shown to United States Navy and British Naval Personnel.

(4) General

U.S. Naval ships returning to the United States shall prior to departure, transfer ashore or to ships in vicinity all excess provisions, canteen stores, clothing, and small stores not required for return voyage, due consideration being given wounded in ships fitted for this purpose.

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WESTERN NAVAL TASK FORCE,
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DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

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AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

The U.S. Army is responsible in this theater for the supply of items and services common to both the Army and the Navy. Subsistence supplies and canteen stores are to be furnished on the basis of requisitions submitted to the Army by U.S. Naval shore establishments. In the absence of such agencies direct request to the U.S. Army is authorized.

The following ships and stations will be available for the issue of provisions, canteen supplies, clothing, small stores, and general stores only within limitations to be prescribed by Task Force Commander:

<u>SHIP</u>	<u>STATION</u>
U.S.S. DENEbola (AD12)	CAGLIARI
U.S.S. VULCAN (AR5)	MERS EL KEBIR
U.S.S. DELTA (AR9)	NAPLES
U.S. Naval Detach.	NAPLES
AATD	SALERNO
U.S. Navy Pet. Div One	AJJACCIO
and in U.S. APA's, XAP's, AKA's; British LST(L)'s, LSI(M)'s and LSP's	

(5) Currency in Southern France.

French currency (both Bank of France and Allied supplemental francs) will be used in captured areas at a rate to be announced. In certain districts administrative currency (regional) is now in circulation. This currency will also be used.

Ships will normally obtain their currency requirements from United States Disbursing Officers at TOULON and MARSEILLES. Where access may not be had to such officers, Disbursing Officers may obtain funds from Currency Section, Civil Affairs Branch, Seventh Army upon presentation of letter of identification from the Disbursing Officer's Commanding Officer.

Neither regular nor yellow seal United States currency will be legal tender unless specifically authorized by competent directive. Any person under military control accepting such currencies from civilians will be subject to disciplinary action.

Currencies of the Bank of Morocco, Bank of Algeria, Bank of Tunisia, and Bank of French West Africa will not be legal tender in France.

Disbursing Officers may accept the above mentioned currencies for exchange from military personnel when they have assured themselves of the legitimacy of the source.

(e) REPAIR FACILITIES

Ship repair facilities are overtaxed and repair requests must be restricted to emergency items of military necessity.

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WESTERN NAVAL TASK FORCE,
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DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
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ANNEX BAKER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Repair facilities normally available as adjuncts to dry-docking facilities and Naval Bases are augmented in MERS EL KEBIR, ORAN, ALGIERS, NAPLES, CASTELEMARRE, PALERMO, and TARANTO by local private concerns. The quality of work is generally good.

Repair facilities are as follows:

MOBILE FACILITIES

U.S.S. DELTA (AR9), PALERMO
U.S.S. DENEbola (AD12), CAGLIARI
U.S.S. VULCAN (AR5) MERS EL KEBIR
U.S.S. ACHELOUS (ARL-1) AJJACCIO
U.S.S. LST 387 BIZERTE

MAJOR SHORE REPAIR

ORAN
GIBRALTER
FERRYVILLE
MALTA
PALERMO
BIZERTE
TARANTO
NAPLES

MINOR SHORE REPAIR

NAPLES
SALERNO
CALVI (PT repair)
BASTIA (PT repair)
MADDALENA (PT repair)
AJJACCIO

MOBILE FACILITIES IN ASSAULT AREA

H.M.S. LCT(2) 170 (British Landing Craft & Repair Unit)
U.S.S. LST 53 (U.S. Landing Craft & Repair Unit)
H.M.S. LCT(1) 17 (LCM Smoke Tender)
H.M.S. FT 6 (Balloon Tender)
H.M.S. LCI 161 (British LCI & LCT Maintenance Party)

Both British and United States landing ship and craft repair parties have been sent to forward areas or are being held in reserve. These units are mobile or semi-mobile and are capable of being moved on short notice. They will be called forward by Task Force Commander when required.

British LCT(2) 170 carrying a British Landing Repair Unit will be landed on one of the assault beaches as directed by the Task Force Commander. The following information based on previous operations in of interest:

"British LCT(2) number 170 will close beaches and disembark their Ready-Use-Repair equipment carried in DUKW's. The Officer-in-Charge will contact the beachmaster and decide where to beach for off-loading cranes and tractors. The unit will then carry out maintenance and repair to landing craft stranded on the beach. British LCT(2) 170 will remain off the beaches to augment tug facilities for stranded craft as directed by the Beachmaster".

British LCT(2) 170 will fly flag "R" flown superior to International Code Pennant (Answering pennant).

British LCT(1) 17 will tend the LCM(3) smokers as directed by the Task Force Commander. These craft will fly flag "S" flown superior to International Code Pennant (answering pennant).

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(f) DRY-DOCKING

Facilities for dry-docking are limited. Dry-docking will be arranged therefore only in cases of extreme emergency and for such periods as may be necessary.

Dry docks are located in the MEDITERRANEAN at the following: CASABLANCA, GIBRALTER, ORAN, ALGIERS, LA GOULETTE, FERRYVILLE, PALERMO, MALTA, NAPLES, TARANTO, and LEGHORN.

A number of pontoon dry-docks are available for dry-docking SCs, YMSs, LCI(L)s, LCT(5)s, LCT(6)s, PTs, ARBs, and ship-borne landing craft.

Pontoon dry docks are available at the following locations: AJJACCIO, BIZERTE, PALERMO, NAPLES, MADDALENA, and MALTA.

Two (2) pontoon dry docks will be brought to the assault areas when required.

Requests for dry docking shall be sent by despatch to Commander Task Force EIGHTY-FIVE.

(g) AVAILABILITY OF LANDING CRAFT IN ASSAULT AREAS

Ship-borne landing craft assigned to APA, XAP, AKA, LST, LSI(L), and LSP are not to remain in the assault area to assist in unloading of merchant ships unless so directed by Task Force Commander.

The first 85 merchant ships to reach the assault area will each carry 2 LCMs for use in unloading. Crews will be messaged and berthed by LST 53 and LCI(L) 161.

LCTs will be utilized to unload APAs, XAPs, AKAs, and LSTs. They will then be further used in the unloading of merchant ships.

(h) BARRAGE BALLOONS

Insofar as practicable, all APA, XAP, AKA, LSI, LSP, personnel ships and LSTs, and auxiliaries entering the assault areas will be equipped and prepared to fly barrage balloons.

Initial servicing will be available in NAPLES. Servicing in the assault areas will be accomplished by British LCT(2) 164 and British Fleet Tender 6 which will act as balloon tender and headquarters of balloon tenders respectively.

The following LCTs will also carry balloons to the assault area:

British LCT: 357, 388, 330, 356, 387, 396, 397, 542, 582, 582
595, 601, 538, 614, 617.

U.S. LCT: 224, 125, 17, 24, 268, 223, 605, 1053, 556, 561, 567,
554, 565, 1047, 563.

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DEAN/5

WESTERN NAVAL TASK FORCE,
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DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

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AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Four (4) enlisted men of a balloon battery will embark in each LCT designated.

Requests for replacement of balloons lost enroute to AJJACCIO will be made to Task Force Commander.

LCT 53 will assign two (2) LCVPs to British LCT(2) 164 in the assault area for assistance to balloon servicing personnel.

British LCT(2) 164 will anchor in the DELTA area as directed by the Task Force Commander. H.M.S. Fleet Tender 6 will carry Lt. Comdr. Mathews, RNVR, who will be the officer-in-charge of balloon tenders. Both craft will fly flag "British Naval Code No. 3".

(i) WARPING BARGES

One (1) warping barge will arrive in the assault area with the first follow-up convoy.

(j) TRANSPORT AREA BEACON BUOYS

There will be two (2) specially constructed buoys fitted with lights and a socket for placing the special distinguishing flag "TARE" in the assault area. They will be placed off the following beaches:

263A
263B-C

These buoys are placed to assist navigation of landing craft and DUKWs in unloading operations in the Transport and merchant ship anchorage areas.

(k) CAPTURED PORTS

ST. MAXINE and ST. TROPEZ have limited facilities due to demolitions. Repair parties will improve such facilities at the earliest possible moment. As such work progresses, ships and craft will be sent into these ports.

(l) AMMUNITION

Ammunition will be replenished from the MOUNT BAKER and the NITRO located in rear areas. Four (4) ASIs will shuttle ammunition from these ships to forward areas.

Two (2) of these ASIs will stage at MADDALENA.
Two (2) remaining ASIs will stage in GULF of VALINCO (PROPRIANO).

Combatant ships will be sent to the above areas for reloads by the Task Force Commander.

Forty (40) millimeter and twenty (20) millimeter ammunition will be available at ILE ROUSSE, AJJACCIO, and CALVI.

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DEAN/5

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

LOGISTICS PLAN

ANNEX BAKER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

5. Communications in accordance with Annex "TARE".

Use Zone "BAKER" Time.

Commander Task Force EIGHTY-FIVE in U.S.S. BISCAYNE.

The short title of this Plan is DEAN/5.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op-Plan No. 3-44

R. J. Letsger
R. J. LETSGER,
Flag Secretary.

ANNEX BAKER
LOGISTICS PLAN

~~TOP SECRET~~

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DESSAINE, Flagship
NAPLES, ITALY,
27 July, 1944: 2000

Loading Plan

ANNEX CHARLIE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION85.17 Joint Loading Control Group

- (a) Commander Joint Loading Control Group - Lt. Comdr. P. ABBOTT, USNR.
- (b) Commander LSTs DELTA ATTACK FORCE - Capt. PARKER, USN.
- (c) Commander LCI(L)s DELTA ATTACK FORCE - Comdr. WARBURTON, USN.
- (d) Commander Br. LCTs DELTA ATTACK FORCE - Lt. Comdr. SNAGGE, RNVR.
Commander U.S. LCTs DELTA ATTACK FORCE - Lt. OLSON, USNR.
- (e) Commander Transports DELTA ATTACK FORCE - Capt. DIERDORFF, USN.

1. Information

Ships and craft of TASK FORCE EIGHTY-FIVE participating in Operation ANVIL will load in the NAPLES Area. Combat loaders and Liberty ships will load in NAPLES, LSTs will load in NISIDA, LCI(L)s will load in POZZUOLI, LCTs will load in BAIA with the exception of three supply craft which will load at HARD ONE, NAPLES.

- 2. This Task Group will load troops, equipment and supplies aboard ships and landing craft for Operation ANVIL.

3. (a) Commander Joint Loading Control

- 1. With operational headquarters in Navy House, NAPLES will establish and carry through coordination of loading with Flag Officer, WESTERN ITALY, N.O.I.C., NAPLES, Port Commandant, NAPLES, representatives of the Commanding General of the Forty Fifth Division and with the Commanding General of the Peninsular Base Section.
- 2. Load supplies, vehicles and personnel aboard ships and craft with speed, precision and safety. Direct the movements of ships and craft to and from the harbors as necessary during loading operations.

(b) Commander LSTs DELTA ATTACK FORCE

- 1. Detailed instructions as to the movements of LSTs to and from the berths for loading are given in LST Loading Bill, Appendix ONE.
- 2. The responsibility for insuring that LSTs are ready for loading at the places and times designated rests with the Commander of LSTs.

(c) Commander LCI(L)s DELTA ATTACK FORCE

- 1. Detailed instructions as to the movements of LCI(L)s to and from the berths for loading are given in LCI(L) Loading Bill, Appendix THREE.
- 2. The responsibility for insuring that LCI(L)s are ready for loading at the places and times designated rests with the Commander LCI(L)s.

ANNEX CHARLIE

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DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

Loading Plan

ANNEX CHARLIE TO COMMANDER TASK FORCE, EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

(d) Commanders Br. LCTs and U.S. LCTs DELTA ATTACK FORCE

1. Detailed instructions as to the movements of LCTs to and from the hards for loading are given in LCT Loading Bill, Appendix FIVE.
2. The responsibility for insuring that LCTs are ready for loading at the places and times designated rests with the Commander British LCTs for his craft and with the Commander U.S. LCTs for his craft.

(e) Commander Transports DELTA ATTACK FORCE

1. These ships will berth for loading as set forth in TRANSPORT Loading Bill, Appendix SEVEN.
 2. The responsibility for insuring that these ships are ready for loading at the places and times designated rests with the Commander Transports in the U.S.S. STANTON.
4. Logistics in accordance with Annex BAKER.
 5. Communications in accordance with Annex TARE.

Use Zone BAKER time.

Commander Task Force EIGHTY-FIVE in U.S.S. BISCAYNE.

The short title of this plan is DEAN/6.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force.

APPENDICES

1. LST Loading Bill
2. LST Berthing Plan at NISIDA
3. LCI Loading Bill
4. LCI Berthing Plan at POZZUOLI
5. LCT Loading Bill
6. LCT Berthing Plan at BAIA
7. Transport Loading Bill
8. Berthing Plan at NAPLES

DISTRIBUTION

Same as C.T.F. 85 and Delta Attack Force Operation Plan No. 3-44.

Authenticated by:

E. J. Schwartz
E. J. Schwartz,
Flag Secretary.

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TOP SECRET
TOP SECRET-ANVIL

DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY- FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Loading Plan

APPENDIX ONE TO ANNEX CHARLIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

LST LOADING BILL

A.S.N.	Navy #	Berth Numbers at Nisida	
		August 4/5	August 8/9
S - 301	690	2	2
S - 302	664	3	3
S - 313	655	4	4
S - 304	504 505	5	5
S - 305	692	6	6
S - 306	550	7	7
S - 316	995 - P	9	9
S - 317	996 - P	10	10
S - 318	997 - P	11	11
S - 307	53 - M	12	12
S - 319	1019 - P	14	14
S - 320	1020 - P	15	15

The above ships will berth at NISIDA by 1900, August 4, and be rationed that evening. Vehicles and personnel will commence loading promptly at 0600, August 5. As soon as loaded, ships will proceed to their designated anchorages to make room for the second flight listed below. On August 8, the above ships will again berth by 1900 in the same berths as above and commence loading vehicles and personnel August 9 at 0600 and as before will, when loaded, promptly pull out to their designated anchorages.

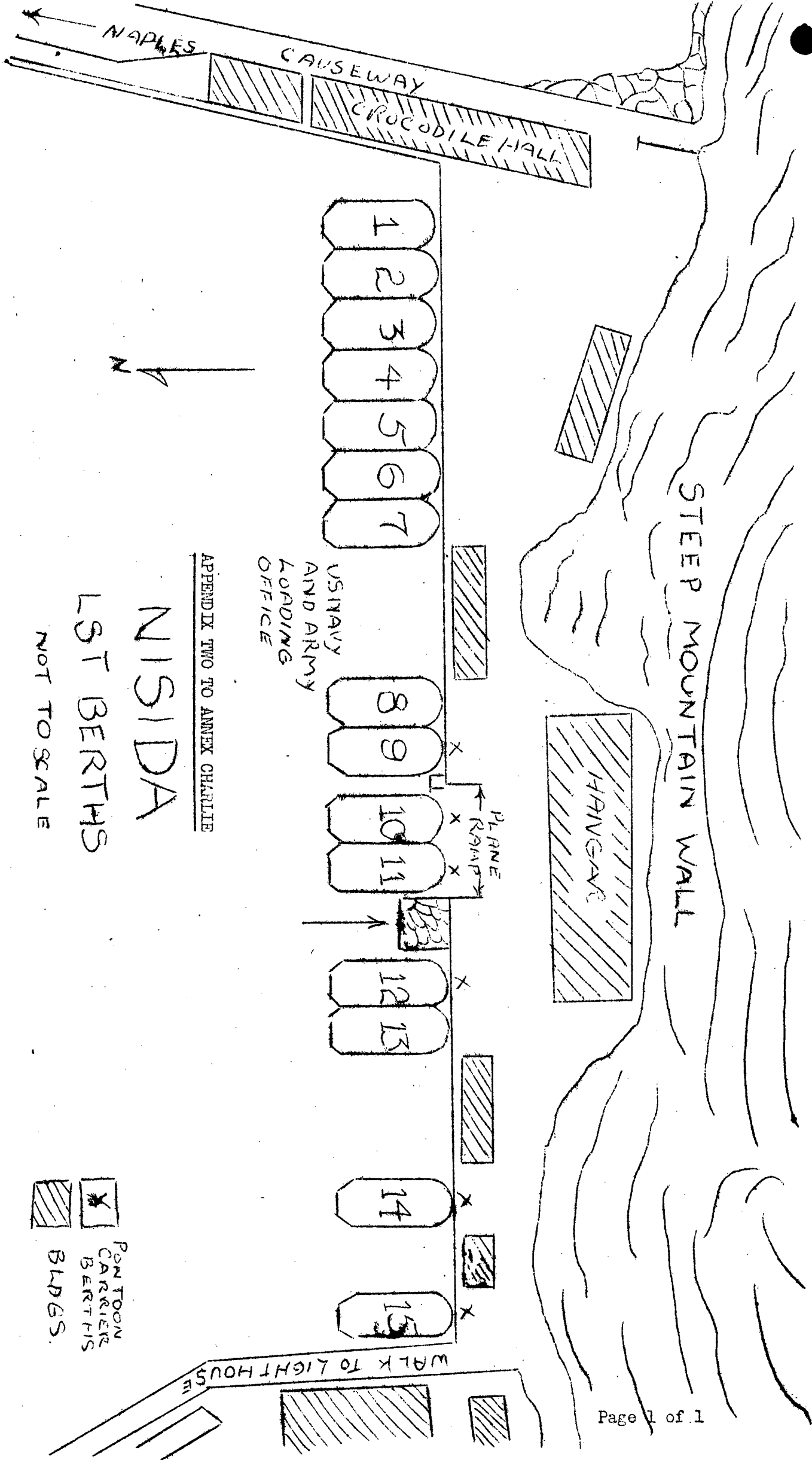
A.S.N.	Navy #	August 5	August 9
S - 308	495	2	2
S - 309	548	3	3
S - 310	656	4	4
S - 311	491	5	5
S - 312	561	6	6
S - 303	665	9	9
S - 314	283	10	10
S - 321	1021 - P	12	12
S - 315	691	11	11
XX S - 322	FD 526 - P	14	14
S - 323	G.C.I. 140 - P	15	15

On August 5 the above ships will berth as indicated in the table above as soon as the respective berths have been vacated by the first flight ships. Rations will be placed aboard and Vehicles and Personnel loading will commence promptly thereafter. Upon completion, ships will proceed to their designated anchorages. On August 9 these ships will again berth in the same berths and load vehicles and personnel in the same manner.

LST 526 will load its planes at Pier H, NAPLES on August 8.

NOTE: P - Pontoon, M - Mother, F.D. - Flight deck, G.C.I. - Fighter Control

APPENDIX ONE TO ANNEX CHARLIE
LST LOADING BILL



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DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Loading Plan

APPENDIX THREE TO ANNEX CHARLIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

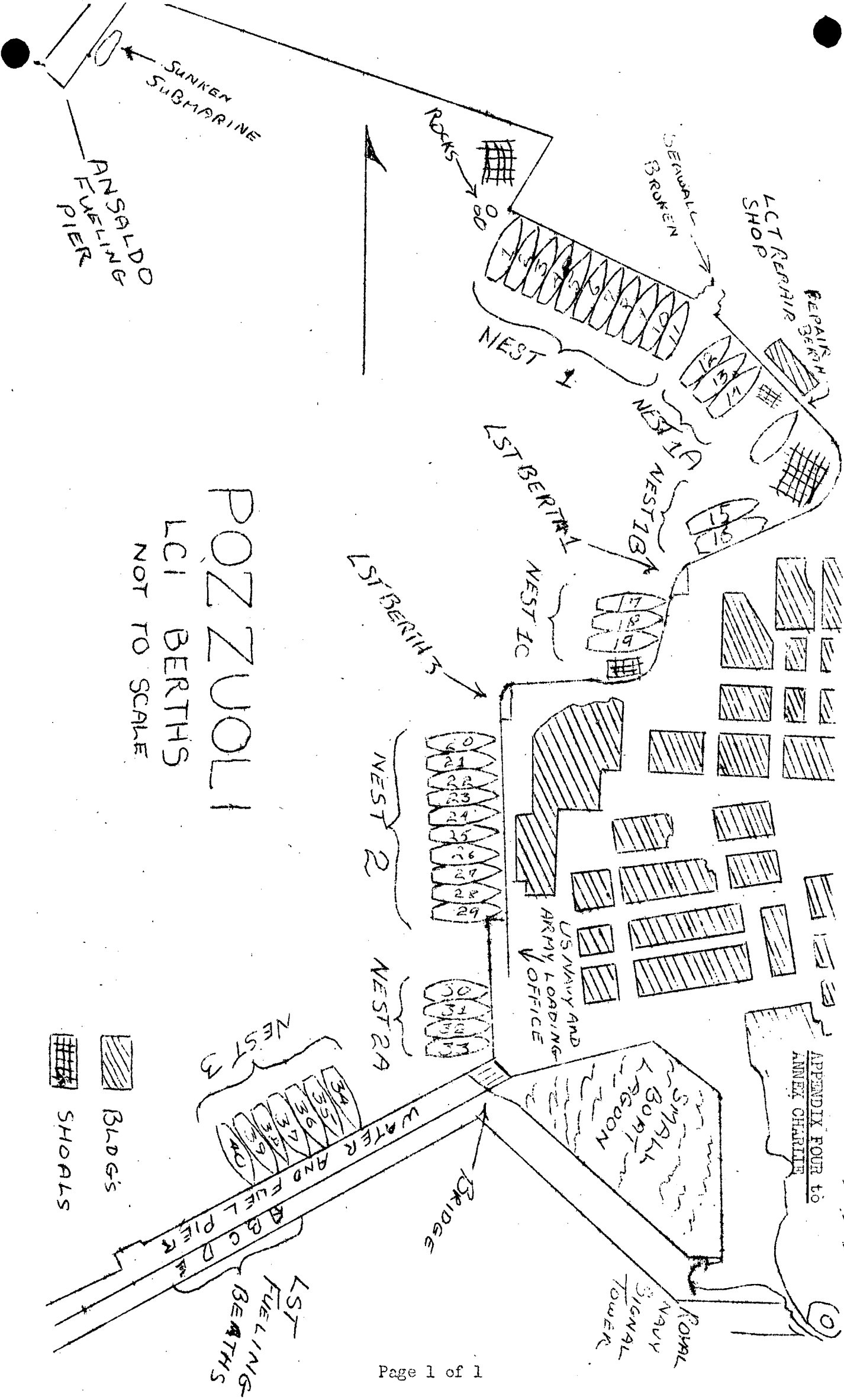
ICI(L) LOADING BILL

A.S.N.	Navy #	Berths at Pozzuoli,	
		August 5/6 (dates)	August 9/10
L - 528	530	30	30
L - 529	520	31	31
L - 530	952	32	32
L - 531	196	33	33
L - 501	513	1	1
L - 502	514	2	2
L - 503	515	3	3
L - 504	516	4	4
L - 505	521	5	5
L - 506	522	6	6
L - 507	523	7	7
L - 508	524	8	8
L - 509	525	9	9
L - 510	517	10	10
L - 511	526	11	11
L - 512	563 948	12	12
L - 513	945	13	13
L - 514	946	14	14
L - 515	948 563	15	15
L - 516	949	16	16
L - 517	554	17	17
L - 518	555	18	18
L - 519	557	19	19
L - 520	552	20	20
L - 521	528	21	21
L - 522	529	22	22
L - 523	551	23	23
L - 524	400	24	24
L - 525	409	25	25
L - 526	410	26	26
L - 527	527	27	27
L - 532	2	28	28
L - 533	17	29	29
L - 534	46	34	34
L - 535	37	35	35
L - 536	41	36	36
L - 537	43	37	37

On August 5 & 9, the above craft will berth as indicated at POZZUOLI prior to 1900. During these evenings rations and supplies will be loaded. At 0700 on the morning of August 6 and 10, Personnel will commence loading. On each date ICI(L)'s will, when loaded, proceed to their designated anchorages.

British ICI(L) 161 will sail with U. S. ICI(L)'s but will not load troops as she is equipped for special work.

APPENDIX THREE TO ANNEX CHARLIE
ICI(L) LOADING BILL



APPENDIX FOUR to
ANNEX CHARLIE

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
1 August 1944: 2000

Amended ICT Loading Bill

APPENDIX FIVE TO ANNEX CHARLIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

LCT's will berth and load on August 5 and 6 as indicated in LCT Loading Bill of 27 July 1944. Instructions in that bill as to berthing and loading on August 8 and 9 are hereby cancelled. LCT's will berth as listed below upon their return from exercise evening of August 7, unload vehicles for water-proofing and reload on August 8 commencing at 0800

A.S.N.	Navy #	Berth
T - 419	224	1
T - 420	125	2
T - 421	17	3
T - 422	24	4
T - 423	268 - S	5
T - 425	605	6
T - 403	Br. 330	7
T - 404	Br. 356	8
T - 427	556	9
T - 429	606	10
T - 432	567 D.D.	11
T - 433	554	1 (2)
T - 434	565	2 (2)
T - 439	566	3 (2)
T - 440	1142	4 (2)

LCT's in the second flight are designated by (2) following their berth #'s above and will berth for loading as soon as their indicated berths are free.

LCT's not listed above will not berth on August 8. Army personnel to be loaded on that date on these craft will be brought out to them in the anchorage by berthing LCT's as indicated in the following table:

LCT 224 will carry personnel to LCT 223
LCT 125 will carry personnel to LCT 396
LCT 17 will carry personnel to LCT 397 and 614
LCT 24 will carry personnel to LCT 357 and 617
LCT 268 - S will carry personnel to LCT 388 and 601
LCT 330 will carry personnel to LCT 1053
LCT 605 will carry personnel to LCT 561
LCT 556 will carry personnel to LCT 1143
LCT 606 will carry personnel to LCT 1047
LCT 567 will carry personnel to LCT 563
LCT 356 will carry personnel to LCT 446 and 538
LCT 554 will carry personnel to LCT 542
LCT 565 will carry personnel to LCT 581
LCT 566 will carry personnel to LCT 582
LCT 1142 will carry personnel to LCT 595

LCT's to receive personnel in this manner will use care to be in their proper anchorages.

APPENDIX FIVE to ANNEX CHARLIE
Amended ICT Loading Bill

Grill/8thPhib/A16-3
Serial: 0023 (P)

~~TOP SECRET~~
~~BICSI-ANVIL~~

DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPIES, ITALY,
27 July 1944: 2000

Loading Plan

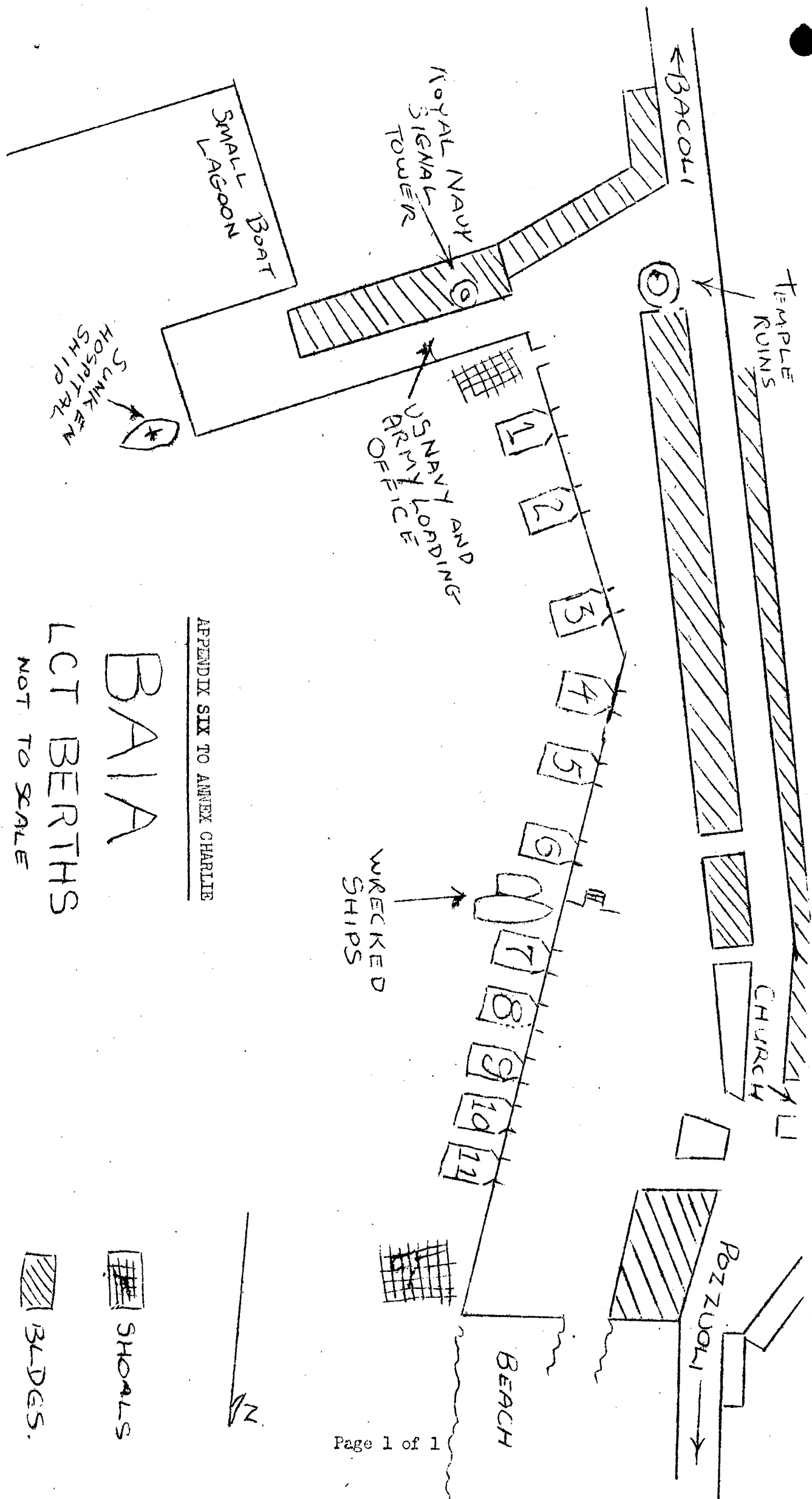
APPENDIX FIVE TO ANNEX CHARLIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

LCT LOADING BILL (Cont'd)

On August 6 and 9, Commander LCTs shall station his H. Q. Ship in BAIA BAY so that he can readily communicate with the LCT's in the anchorage and with the Royal Naval Signal Tower in Baia, by blinker and semaphore. Orders for craft to proceed to berth will be passed by the signal tower to this H.Q. Ship which in turn will be responsible for the delivery of such orders to the craft and for prompt compliance therewith.

T - 406	Br. 389	These LCT's will load with bulk stores at HAND #1, NAPIES, commencing at 0700, July 28.
T - 407	Br. 344	
T - 408	Br. 386	

APPENDIX FIVE TO ANNEX CHARLIE
LCT LOADING BILL



APPENDIX SIX TO ANNEX CHARLIE

BAIA

LCT BERTHS

NOT TO SCALE

SHOALS

BLDG'S.

GrII/8thPhib/A16-3
Serial: 0023(P)

~~TOP SECRET~~
~~REPRODUCTION~~

DEAN/6

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Loading Plan

APPENDIX SEVEN TO ANNEX CHARLIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TRANSPORT LOADING BILL

APA, XAPs, ISIs, and LSPs will berth in NAPLES as indicated below and will commence loading Army personnel at 0800 on the dates shown. When loaded they will proceed to their designated anchorages. Personnel will be reloaded on ships immediately after the exercise and will remain aboard.

<u>SHIP</u>	<u>ASN</u>	<u>DATE</u>	<u>BERTH</u>
U.S.S. STANTON (69)	B-13X/16X	Aug. 6	See Note
U.S.S. LYON (71)	B-16X/15X	Aug. 6	
U.S.S. DICKMAN (13)	B-15X/14X	Aug. 6	
S.S. MARINE ROBIN	5007	Aug. 8	
S.S. SANTA ROSA	5008	Aug. 8	
U.S.S. BARNETT (5)	B-14X/13X	Aug. 9	
S.S. ASCANIA	5006	Aug. 9	
M.V. DILWARA	5005	Aug. 9	

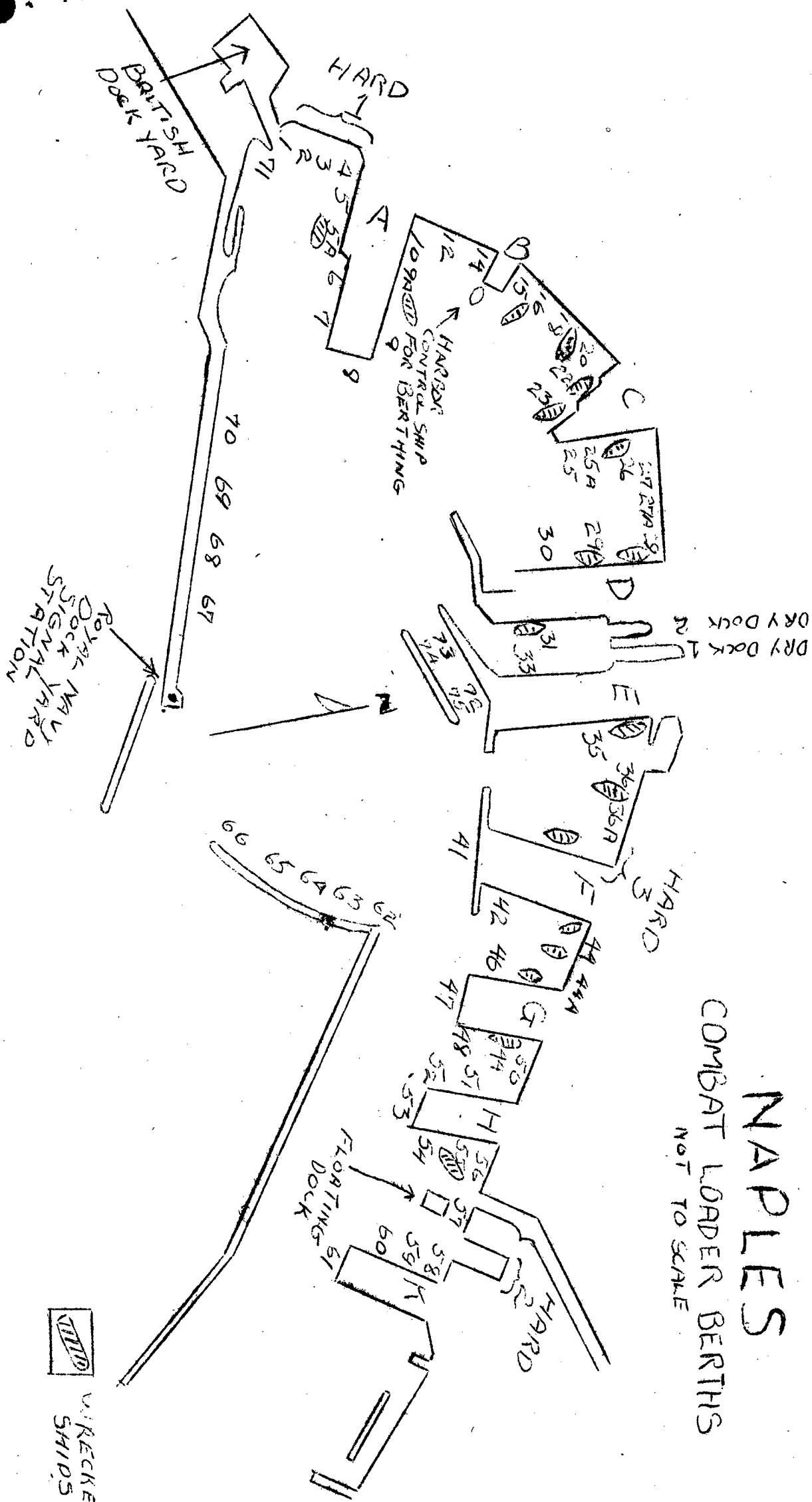
Note: Definite berths will be assigned several days prior to loading.

APPENDIX SEVEN TO ANNEX CHARLIE
TRANSPORT LOADING BILL

NAPLES

COMBAT LOADER BERTHS

NOT TO SCALE



WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/7

NAPLES, ITALY,
27 July, 1944: 2000

Sortie, Convoy and
Routing Plan

ANNEX DOG TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task Organization

~~TOP SECRET~~
~~BIGOT-ANVIL~~

(a) 85.2 Force Flagship
U.S.S. BISCAYNE (AVP-11)(FF)

(b) 85.12 Gunfire Support Group

(c) 85.20.1 Assault Group Convoy SS-1A Commander Floyd, U.S.N.
LCI(L)(C) 196(F) (Commander Floyd)

Convoy

LCT(1) - 17
LCT(2) - 164
LCT(2)(E) - 170
LCT(3) - 330 - 344 - 356 - 357 - 386 - 388 - 389 - 396 - 397 - 446.
LCT(4) - 538 - 540 - 542 - 581 - 582 - 595 - 601 - 614 - 617 - 702.
LCT(5) - 17 - 24 - 125 - 223 - 224 - 268.
LCT(6) - 554 - 556 - 561 - 562 - 563 - 565 - 566 - 567 - 568 - 604 -
605 - 606 - 1042 - 1047 - 1053 - 1143.
LCT(R) - 140 - 359 - 367 - 405 - 437 - 440.
LCG - 12 - 14.
LCF - 10 - 14.
BARHILL, BARMOND.
SATSA, GAIM.
ATR-ASPIRANT(Br.)
ATF-CHARON(Br.), ATHLETE(Br.)
MFV - 90 - 105. (From AJJACIO)
YTL - 186; 196 (From AJJACIO); 160, 161 (To AJJACIO).
FT - 6.
AC - GARA (To MADDALENA).

Escort

DE - TATUM(789) (Flagship until arrival at Assault Area)
SC - 503 - 515 - 525 - 530 - 534.
YMS - 3 - 29 - 55 - 69 - 226.
ML - 555 - 556 - 557 - 564.
ML - 559 - 560 - 562 - 567 (To PROPRIANO)

(d) 85.20.2 Assault Group Convoy SM-1A. Captain Parker, U.S.N.
LCI(L)(C) 952(F) (Captain Parker)

Convoy

LCI(L)(C) - 520
LST - 53 - 140 - 288 - 494 - 495 - 505 - 526 - 548 - 550 -
561 - 655 - 656 - 664 - 665 - 690 - 691 - 692 - 995 -
996 - 997 - 1019 - 1020 - 1021.
FDT 13 (ex LSF-13)
YOG EMPIRE FAY (Br.).(From MADDALENA).
LSG ENNERDALE
PLANTER

Escort

DD - LIDDESDALE (HUNT)(Br.).
AM - SWAY(120), SYMBOL(123).
PC - 545 - 556 - 559 - 1593.
YMS - 28 - 37 - 43 - 83 - 248.
ATF - NARRAGANSETT(88), PINTO(90).
ATA - 125

ANNEX DOG

Sortie, Convoy, and
Routing Plan

GrII/8thPhib/A16-3
Serial: 0024(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/7

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Sortie, Convoy and
Routing Plan

ANNEX DOG TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(e) 85.20.3 Assault Group Convoy SF-2A - Commander Warburton, U.S.N.

LCI(L)(C) - 530(F) (Commander Warburton)
LCI(4) LT COMDR BROWN

Convoy

LCI(L) - 2 - 17 - 37 - 41 - 43 - 46 - 161 - 400 - 409 - 410 -
513 - 514 - 515 - 516 - 517 - 521 - 522 - 523 - 524 - 525 -
526 - 527 - 528 - 529 - 551 - 552 - 554 - 555 - 557 - 563 -
945 - 946 - 948 - 949.

Escort

DD - CRETE (HUNT)(Br)
DE - CURRIER(700)
PG - 621 - 1235 - 1594 - 1595 - 1596.
19th. MS Flotilla
RINALDO, ANTARES, ARCTURUS, BRAVE, SPANKER, ROSARIO.

(f) 85.20.4 Assault Group Convoy SF-1A - Captain Dierdorff, U.S.N.

Convoy

ELIZABETH. G. STANTON (XAP-69)(F), LYON (XAP-70)
BARNETT(APA-5), J.T. DICKMAN(APA-13)
ARCTURUS(AKA-1), PROCYON(AKA-2)
DILWARA(LSI(L))
ASCANIA(LSP)
SANTA ROSA
MARINE ROBIN

Escort

DD - BALDWIN(624), MADISON(425), CARMICK(493)
DE - HAINES(792), MARSH(699)

1. Information

- (a) Naval Commander, Western Task Force will retain overall control of all ships and craft assigned to Operation ANVIL until they arrive at positions ABLE LOVE, ABLE MIKE, AND ABLE NAN on D-1 day, at which positions they will be released to the control of their respective Task Force Commanders, who will assume control of their respective Task Forces and commence the approach to the Assault Area.
- (b) Ships and craft will be sailed in Type Convoys of three sections each from the NAPLES Area, LCT's and LCI(L)'s staging at AJJACIO, CORSICA, LST's and Transports proceeding direct. Individual sections of each convoy will be so spaced along the convoy route as to reach positions AL, AM, AN simultaneously.
- (c) Convoy Commanders for the Type Convoys are as follows:
- LCT's - Commander ALPHA ATTACK FORCE (CTF 84)
(Rear Admiral Lowry)
 - LST's - Commander DELTA ATTACK FORCE (CTF 85)
(Rear Admiral Rodgers)
 - LCI(L)'s - Commander DELTA Division Reserve Group (CTG 85.8)
(Commander Warburton)
 - Transports - Commander CAMEL ATTACK FORCE (CTF 87)
(Rear Admiral Moon)

ANNEX DOG

Sortie, Convoy and Routing Plan

~~TOP SECRET~~
~~BT-ANVIL~~

DEAN/7

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Sortie, Convoy and
Routing Plan

ANNEX DOG TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO: 3-44

-
- (d) Point ABLE LOVE is at Lat. $42^{\circ}04'N$, Long. $08^{\circ}21' E$
Point ABLE MIKE is at Lat. $42^{\circ}15'N$, Long. $08^{\circ}22' E$
Point ABLE NAN is at Lat. $42^{\circ}26'N$, Long. $08^{\circ}24' E$
- (e) EMPIRE FAY joins convoy SM-1A at position NE from MADDALENA. ^{MEV 90, 105}
join Convoy SS-1A at position NH from AJJACIO. CARA detaches ^{from Convoy SS-1A} at position
NE for MADDALENA. ML 559, 560, 562, 567 detach from Convoy SS-1A at position
NG for PROPRIANO.
2. This force will sortie from the NAPLES Area and proceed under escort to the
Assault Area in accordance with Plans issued by the respective Type Convoy
Commanders in order to insure an orderly, timely and well-coordinated Approach.
3. (a) Force Flagship - Operate as directed by Commander DELTA ATTACK FORCE.
- (b) Gunfire Support Group - Sortie in time to rendezvous with Assault Group
Convoy SF-1A in Lat. $41^{\circ}55'N$. Long. $08^{\circ}26'E$ at H minus 14 on D minus One
Day. Take station 2000 yards astern of Transports and adjust screen to
conform to Transport Cruising Disposition TD-1. Upon arrival at position
ABLE MIKE proceed in accordance with Approach Plan, Annex GEORGE.
- (c) Assault Group Convoy SS-1A - Upon completion of loading proceed to assigned
berths. LCT take tows prior departure from anchorage berths. Proceed in
accordance with Sortie, Convoy and Routing Plan issued by LCT Type Convoy
Commander (Commander ALPHA ATTACK FORCE). Unless otherwise directed by
Type Convoy Commander, assume LCT Cruising Disposition One (SD-1) for pass-
age to AJJACIO and LCT Cruising Disposition Two (SD-2) for passage from
AJJACIO to the Assault Area. When released to Commander DELTA ATTACK FORCE
at position ABLE MIKE proceed in accordance with Approach Plan, Annex
GEORGE.
- (d) Assault Group Convoy SM-1A - Upon completion of loading proceed to assigned
berths. Proceed in accordance with Sortie, Convoy and Routing Plan issued
by LST Type Convoy Commander (Commander DELTA ATTACK FORCE). Unless other-
wise directed by Type Convoy Commander assume LST Cruising Disposition One
(MD-1) for passage to the assault area. When released to Commander DELTA
ATTACK FORCE at position ABLE MIKE proceed in accordance with Approach
Plan, Annex GEORGE.
- (e) Assault Group Convoy SF-2A - Upon completion of loading proceed to assigned
berths. Proceed in accordance with Sortie, Convoy and Routing Plan issued
by LCI(L) Type Convoy Commander (Commander DELTA Division Reserve Group).
Unless otherwise directed by Type Convoy Commander assume LCI Cruising
Disposition One (LD-1) for passage to AJJACIO and from AJJACIO to the
Assault Area. When released to Commander DELTA ATTACK FORCE at position
ABLE MIKE proceed in accordance with Approach Plan, Annex GEORGE.
- (f) Assault Group Convoy SF-1A - Upon completion of loading proceed to assigned
berths. Proceed in accordance with Sortie, Convoy and Routing Plan issued
by Transport Type Convoy Commander (Commander CAMEL ATTACK FORCE). Unless
otherwise directed by Type Convoy Commander assume Transport Cruising Dis-
position One (TD-1) for passage to the assault area. When released to
Commander DELTA ATTACK FORCE at position ABLE MIKE proceed in accordance
with Approach Plan, Annex GEORGE.

ANNEX DOG
Sortie, Convoy, and Routing Plan

GrII/8thPhib/A16-3
Serial: 0024(P)

~~TOP SECRET~~
~~RTG - INVIL~~

DEAN/7

Sortie, Convoy, and
Routing Plan

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

ANNEX DOG TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (x) (1) Be in assigned berths at designated times. Escorts may be ordered to sortie early for screening purposes.
 - (2) Joint Loading Control may order craft to unoccupied berths to facilitate loading.
 - (3) Comply with local harbor regulations in regard to fire discipline during enemy air raids.
 - (4) Accurate station keeping is vital to safe passage through swept channels and to maintain the extremely critical time-phasing of convoys. There must be No Straggling.
 - (5) Cruising Dispositions are contained in Appendix Seven.

4. - - - - -

- 5. Communications in accordance with Communication Plan, Annex TARE and Communication Plan, Annex CHARLIE to WESTERN NAVAL TASK FORCE Operation Plan No. 4-44.

Use Zone BAKER time.

Commander TASK FORCE 84 and Commander LCT Type Convoy in U.S.C.G.C. DUANE (AGC-6), Commander TASK FORCE 85 and Commander LST Type Convoy in U.S.S. BISCAYNE (AVP-11), Commander TASK GROUP 85.8 and Commander LCI(L) Type Convoy in LCI(L)(C) 530, Commander TASK FORCE 87 and Commander Transport Type Convoy in U.S.S. BAYFIELD (APA-33).

The Short Title of this plan is DEAN/7

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force

APPENDICES:

- 1. Anchorages
- 2. Convoy Timetable
- 3. Towing Plan
- 4. Convoy Routes
- 5. Convoy Orders
- 6. Sortie Orders
- 7. Cruising Dispositions
- 8. Navigation Aids.

DISTRIBUTION:

Same as GFF 85 and Delta Attack Force Op. Plan No. 3-44

For J. Schwab for
R. W. METSGER,
Flag Secretary

GRII/8thPhib/A16-3
Serial: 0024(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/7

THIRTEEN BRANCH TASK FORCE
THIRTEEN BRANCH TASK FORCE, and
DELTA ATTACK FORCE,
U.S.S. BRISQAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Anchorage Plans and
Anchorage Assignments

APPENDIX ONE TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

A. NAPLES Area

1. Anchorage Plans for the Mounting Ports in the Naples Area have been distributed separately to all ships and craft. The plans are in sets of four chartlets as follows:

- (a) Rada Di Napoli
- (b) Rada Di Castellammare Di Stabia
- (c) Golfo Di Pozzuoli
- (d) Salerno Bay.

Individual ship and craft assignments to anchorages have been promulgated separately, together with information as to date effective.

2. All ships and craft must maintain an alert signal watch on deck and visual signal traffic must be kept to a minimum.
3. Joint Landing Control Group will control the movements of all Landing Craft and Transports prior to Sortie. Loading schedules must be executed promptly. Notify Joint Loading Control immediately if, for any reason, loading schedule can not be met.
4. LCI(L)'s at SALERNO - Senior Officer may designate one or more LCI's to make daily trips to NAPLES and POZZUOLI. LCI must proceed to POZZUOLI well in advance of time for loading and lie to in the LCI waiting area until called in to berth.
5. LST's in Castellammare - Senior Officer may set up a boat schedule for Naples and Nisida for official business trips. LST's must proceed to Nisida and anchor in PS - PT - FU berths one hour before the time they are to berth at Nisida for loading. Return to Castellammare anchorage promptly when loaded.

B. Assault Area

1. Anchorage Plans for the Assault Area have been prepared by the Task Force Commanders and are contained in the Reorganization Plan, Annex MIKE.

APPENDIX ONE to
ANNEX "DOG"

TOP SECRET
ICCP-ANVIL

DEAN/7

NAPLES, ITALY,
27 July 1944: 2000

Convoy Timetable

APPENDIX TWO TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. Delta Task Force (less Gunfire Support Group) will proceed to the Assault Area via Convoy Route 1 in the manner described in this plan.
2. Gunfire Support Group will rendezvous with Assault Group Convoy SF - 1A (Delta Transport Section) in position Latitude 41°-53'N, Longitude 8°-26'E at H - 14.
3. Attached Convoy Timetable lists time of passage of the various Delta sections along the Convoy Route at the main position and at all positions along the Approach routes. To Position 1M the speeds of advance are: LCT's - 5.5 knots, LST's - 8 knots, LCI's - 11 knots, Transports - 12 knots.
4. Timing of the approach is based on release of each section at Position 1M on schedule. The schedule is: LCT's - H-21, LST's - H-15, LCI's - H-9, Transports - H-12.
5. Scheduled times of arrival in respective transport areas are LCT's, H-3.3 hours; LST's H-3 hours; ~~LCI's - H-hour~~ ; Transports - H - 3 hours.

"LCI's at Rendezvous and Waiting
Area - H-30 minutes, at Transport Area 1- H-hour.

APPENDIX TWO to
ANNEX DOG

~~TOP SECRET~~
~~BIGOT-1~~
~~UNCL~~

DEAN/7

Convoy Timetable

APPENDIX TWO TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

North Latitude: East Longitude:		Convoy:	Distance (to:	Track Course:	Speed 5.5 knots	Speed 8 knots	Speed 11 knots	Speed 12 knots														
		Points, next Point):	(To Next Point):	Time	Date	Time	Date	Time	Date													
40-36-00	:	13-56-00	:	NA	:	- -	:	D-6	:	- -	:	D-3	:	- -	:	D-3	:	- -	:	D-2		
41-00-00	:	11-09-00	:	NB	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -		
41-20-30	:	09-41-00	:	NC	:	- -	:	1000	:	D-4	:	0520	:	D-1	:	1230	:	D-2	:	1030	:	D-1
41-20-30	:	09-20-00	:	ND	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
41-17-24	:	09-15-54	:	NE	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
41-17-06	:	09-12-15	:	NF	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
41-25-30	:	08-41-30	:	NG	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
41-45-00	:	08-25-00	:	NH	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
42-04-00	:	08-21-00	:	AL	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
42-15-00	:	08-22-00	:	AM	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
			:	To DA 7.6 mi:	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
			:	To DC 10.2 mi:	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
			:	To DE 13.3 mi:	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
42-21-45	:	08-17-20	:	DA	:	- -	:	74.6 mi	:	310	:	H - 19.55:	:	- -	:	- -	:	- -	:	- -	:	- -
43-09-30	:	06-59-25	:	DB	:	- -	:	10.0 mi	:	300	:	H - 5.33:	:	- -	:	- -	:	- -	:	- -	:	- -
43-14-33	:	06-47-39	:	X	:	- -	:	- -	:	- -	:	H - 3.33:	:	- -	:	- -	:	- -	:	- -	:	- -
42-24-00	:	08-16-00	:	DC	:	- -	:	72.3 mi	:	310	:	H - 13.7:	:	- -	:	- -	:	- -	:	- -	:	- -
43-10-22	:	07-00-00	:	DD	:	- -	:	2.5 mi	:	300	:	H - 4.35:	:	- -	:	- -	:	- -	:	- -	:	- -
43-11-41	:	06-57-06	:	L	:	- -	:	7.5 mi	:	300	:	H - 0.5:	:	- -	:	- -	:	- -	:	- -	:	- -
43-15-22	:	06-48-17	:	Y	:	- -	:	- -	:	- -	:	H - 3:	:	- -	:	- -	:	- -	:	- -	:	- -
43-27-00	:	08-14-15	:	DE	:	- -	:	67.2	:	310	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
43-10-00	:	07-03-38	:	DF	:	- -	:	5.0	:	300	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
43-12-30	:	06-57-45	:	K	:	- -	:	5.0	:	300	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -
43-15-00	:	06-51-52	:	W	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -	:	- -

GrII/8thFib/A16-3
Serial: 0024(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DFAN/7

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE,
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Towing Plan

APPENDIX THREE TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

Task Organization

(a) LCT 556 - 561 - 565 - 605

(b) LCC 40 - 66 - 67 - 68

1. Information

The distance to the Assault Area precludes the LCC's from proceeding under their own power and Transport lift is not available for all LCC engaged in the operation.

2. This Force will accomplish tow of LCC's to the Assault Area.

3. (a) LCT's 556 - 561 - 565 - 605

Rig tow in time to sortie with LCT convey. If difficulties are encountered which delay sortie, or cause LCT to fall out of convey enroute, transfer tow to nearest escort craft.

(b) LCC 40 - 66 - 67 - 68

Report to respective LCT's at Bain Anchorage prior to 1800, 8 August 1944.

(x) (1) Prearrange signals to be used for controlling tow and passing information.

(2) LCC's retain sufficient personnel on board to handle craft in emergency; balance of crew will be carried on the towing LCT.

(3) Maintain alert towing watch. LCC be prepared to use engines and rudder as necessary.

(4) Towing assignments and LCT anchorage (anchorage chart Golfo di Pozzuoli) assignments:

LCT 556 - LCC 40 - PL - 8
LCT 561 - LCC 66 - PP - 4
LCT 565 - LCC 67 - PR - 6
LCT 605 - LCC 68 - PL - 12

APPENDIX THREE to
ANNEX "DOG"

~~TOP SECRET~~
~~PIGOT-ANVIL~~

DFAN/7

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Convoy Routes

APPENDIX FOUR TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. All ships and craft except for the Gunfire Support Group are routed to the Assault Area via Convoy Route No. One - NAPLES - SALERNO - ANVIL.
2. Convoy Routes are contained in Appendix One to Annex "H" to Western Naval Task Force Operation Plan No. 4-44.
3. For convenience, Convoy Route No. One - NAPLES - SALERNO - ANVIL is herein reproduced:

CONVOY ROUTE NO. ONE - NAPLES - SALERNO - ANVIL		
	<u>LATITUDE</u>	<u>LONGITUDE</u>
# NA	40° 36'N	13° 56'E
NB	41° 00'N	11° 09'E
NC	41° 20.5'N	09° 41'E
ND	41° 20.5'N	09° 20'E
NE	41° 17.4'N	09° 15.9'E
NF	41° 17.1'N	09° 12.25'E
NG	41° 25.5'N	08° 41.5'E
NH	41° 45'N	08° 25'E
AL	42° 04'N	08° 21'E
AM	42° 15'N	08° 22'E
AN	42° 26'N	08° 24'E
AO	42° 37'N	08° 22'E

Return by reverse Route.

SALERNO ships join this Route at Point NA.

"paragraph 3, Annex "G" to WESTERN NAVAL TASK FORCE Op. Plan 4-44 gives Longitude of position AO as 08°25'E; Appendix 1 to ANNEX "H" to WESTERN NAVAL TASK FORCE Op. Plan 4-44 gives Longitude of position AO as 08°22'E.

APPENDIX FOUR to
ANNEX "DOG"

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~~TOP SECRET~~
~~BLIND-ANVIL~~

DEAN/7

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship,

NAPLES, ITALY,
27 July, 1944: 2000

Convoy Orders

APPENDIX FIVE TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. Take every available measure to ensure earliest warning of submarine contacts and vigorous action against these.
2. Employ smoke to fullest extent for defense against aircraft attacks
3. Maintain alert mine watch and avoid unswept waters.
4. Take special precautions to avoid firing on friendly aircraft and to ensure strict compliance with rules governing control of anti-aircraft fire.
5. Take precautions to employ proper and effective recognition signals
6. Maintain radio and visual silence, including TBS, except as modified by Communication Plan, Annex TARE and Communication Plan, Annex C, to Western Naval Task Force Operation Plan No. 4-44.
7. The following documents, in the possession of Assault Group Convoy Commanders and the majority of ships and craft involved, are in effect:
 - (a) MEDITERRANEAN Joint Air Orders.
 - (b) MEDITERRANEAN Convoy Instructions.
 - (c) MEDITERRANEAN Secret General Orders.
 - (d) MEDITERRANEAN Navigational Memoranda.

APPENDIX FIVE TO ANNEX DOG
Convoy Orders

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~~TOP SECRET~~
~~REGOT-ANVIL~~

DEAN/7

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAVNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Sortie Order

APPENDIX SIX TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. The schedule for Sortie is as follows:

(a) Assault Group Convoy SS-1A (LCT Convoy)

Sortie from Naples Area on D-6 Day
Arrive Point AC at 1000/D-4 Day
Stage at AJJACCIO
Sortie from AJJACCIO on D-2 Day
Arrive Point AM at 1100/D-1 Day

(b) Assault Group Convoy SM-1A (LST Convoy)

Sortie from Naples Area on D-3 Day
Arrive Point AC at 0520/D-1 Day
Arrive Point AM at 1700/D-1 Day

(c) Assault Group Convoy SF-2A (LCI(L) Convoy)

Sortie from Naples Area on D-3 Day
Arrive Point AC at 0430/D-2 Day
Stage at AJJACCIO
Sortie from AJJACCIO at 1700/D-1 Day
Arrive Point AM at 2300/D-1 Day

(d) Assault Group Convoy SF-1A (Transport Convoy)

Sortie from Naples Area on D-2 Day
Arrive Point AC at 1030/D-1 Day
Arrive Point AM at 2000/D-1 Day

2. Each Type Convoy is in three sections and will normally cruise in the following order: Camel Section, Delta Section, Alpha Section.

Simultaneous arrival at Points AN, AM and AL respectively by the sections in the above order requires an approximate interval of ten (10) miles between sections. This interval may be varied by the Type Convoy Commander at his discretion during the voyage to the release Points AL, AM, AN.

3. The title ICT (LST, LCI, Transport) Type Convoy Commander is not to be confused with the Assault Group Convoy SS-1A (SM-1A, SF-2A, SF-1A) Commander. The latter is responsible to the Type Convoy Commander for the proper conduct of the Delta Section of each Type Convoy until his Delta Section is released at Point AM to the control of Commander Delta Attack Force, at which time the Section Commander is responsible to the latter.

APPENDIX SIX to
ANNEX DOG

ICT Cruising Disposition One(SD-1)

APPENDIX SEVEN TO ANNEX DOG
LCT CRUISING DISPOSITION ONE
(SD-1)

LCT Cruising Disposition Two (SD-2)

APPENDIX SEVEN TO ANNEX DOG
LCT Cruising Disposition Two (SD-2)

APPENDIX SEVEN TO ANNEX DOG

LST Cruising Disposition^{ONE} (MD-1)

x
PC-1593

x
PC-545

*
LIDDESDALE

LCI(L)(C)

x
PC-559

0
952 BISCAYNE

x
PC-556

* 0 0 0 0 *
SWAY 995 505 548 655 SYMBOL

0 0 0 0
996 494 550 656

x
YMS-28

0 0 0 0
997 495 561 664

x
YMS-83

0 0 0 0
1019 288 691 665

0 0 0 0
1020 53 692 690

* 0 0 0 *
NARRA- 526 1021 140 FDT
GANSETT 13 PINTO

0
EMPIRE PLANTER
FAY

0
ENNERDALE

x
YMS-37

x
YMS-248

0
LCI(L)(C) 520

*
ATA-125

Screen
x Outer - 3000 yds
* Inner - 1500 yds

x
YMS-43

Convoy
Interval - 600 yds
Distance - 350 yds

APPENDIX SEVEN TO ANNEX DOG
LST Cruising Disposition(MD-1)

LCI(L) Cruising Disposition^{ONE} (LD-1)

APPENDIX SEVEN TO ANNEX DOG
LCI(L) Cruising Disposition(LD-1)

APPENDIX SEVEN TO ANNEX DOG

Transport Cruising Disposition One (TD-1)

	X MADISON	
X BALDWIN		X CARMICK
	O LYON	O STANTON
X HAINES		X MARSH
	O PROCYON	O ARCTURUS
	O BARNETT	O DICKMAN
	O MARINE ROBIN	O DILWARA
	O SANTA ROSA	O ASCANIA

Screen

Orient on head of column
0°-60°-120°-240°-300°
or adjust to suit situation

Convoy

Interval - 1000 yds
Distance - 800 yds

APPENDIX SEVEN TO ANNEX DOG
Transport Cruising Disposition
One (TD-1)

~~TOP SECRET~~
~~BLIND-ANVIL~~

DEAN/7

Navigational Aids

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

APPENDIX EIGHT TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

- A. 1. Reproduced herein are the QB-messages currently in force for the STRAITS OF BONIFACIO and nearby ports.
2. Special channels have been swept for the coming operation and will be issued in QBB messages.
3. Likewise locations of buoys will be issued in QBB messages.
4. Above QBB messages will be issued at a late date and all ships and craft are hereby directed to make every effort to obtain the latest QB-messages immediately prior to Sortie.

B. Current QB- messages in force.

"Q" INFORMATION FOR ST. OF BONIFACIO AND AJACCIO.

QBY 33 - SARDINIA - CORSICA. STRAITS OF BONIFACIO.

A dangerous area in the STRAITS OF BONIFACIO is enclosed as follows:

- (a) On the west by a line drawn 050° from CAPRARA POINT light (41°07' N., 08°19' E.) to the coast of CORSICA.
- (b) On the east by a line drawn from CHIAPPA POINT light (41°36' N., 09°22' E.) to position: 41°15' N., 09°48' E., thence to CAPE FIGARI (41°00' N., 09°40' E.).

QBY 34 - CORSICA - AJACCIO GULF.

Lines of mines exist as follows:

- (a) From position 41°54'04"N., 08°45'43" E. in direction 192° 3.2 miles.
- (b) From position 41°50'08" N., 08°44' E. in direction 199° 1.7 miles.
- (c) From position 41°53'36" N., 08°41'06" E. in direction 250° 3 miles.

QBH 171 - C 141 - MADDALENA APPROACHES.

Ships should give SECCA DEL PALAU (41°12' N., 09°23' E. approx.) a wide berth as depths are suspected of being less than charted.

QBH 187 - CORSICA AJACCIO.

Baffels have been laid as follows: Bearings and distances from CITADEL GROUP flashing light.

- (a) From 045° 5.1 cables in a 231° direction to the end of the breakwater.

~~TOP SECRET~~
~~BISCUIT-ANVIL~~

DEAN/7

Navigational Aids

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

APPENDIX EIGHT TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

- (b) From 056 $\frac{1}{2}$ ° 5.8 cables in a 054° direction for 2.5 cables.
- (c) From 034° 8.9 cables in a 109° direction for 0.9 cable.
- (d) From 013° 8.5 cables in a 026° direction for 0.2 cable; thence a gate extends to the end of the oiling pier.

QBB 302 -CORSICA. PORT BONIFACIO.

A channel one mile wide has been swept from position 154° LAVEZZI ROCK LIGHT 3 miles to position 180° MADONETTA LIGHT 0.5 miles.

QBB 321 -CORSICA. STRAIT OF BONIFACIO.

Swept channel one mile wide has been established, centre line passing through following positions:

- (1) 154° LAVEZZI ROCK LIGHT 3 miles.
- (2) 090° CAPPICCILO POINT 1 mile.
- (3) 41°31' N., 09°26' E.

QBB 345 -SARDINIA MADDALENA.

An alternative eastern swept channel has been established half a mile each side of centre line joining the following positions:

- (a) 41°09'30" N., 09°34' E.
- (b) 41°11'30" N., 09°50' E.

QBB 310 -CORSICA AJACCIO.

A channel width 2 cables has been established with centre line passing through the following positions:

- (1) 41°53'44" N., 08°44'19" E.
- (2) 41°54'52" N., 08°45'20" E.
- (3) 41°55'08" N., 08°45'12" E.

QBB 308 -SARDINIA MADDALENA.

- (A) A searched channel 4 cables wide, where possible, has been established with centre line joining the following positions:

APPENDIX EIGHT TO ANNEX DOG
Navigational Aids

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~~TOP SECRET~~
~~BIGOT ANVIL~~

DEAN/7

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

Navigational Aids

APPENDIX EIGHT TO ANNEX DOG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

- (1) 41°09'33" N., 09°31'24" E.
- (2) 228° PUNTA ROSA LIGHT 5 cables.
- (3) 360° CAPE ORSO LIGHT 2 cables.
- (4) 286° CAPE ORSO LIGHT 8.2 cables.
- (5) 259° SECCA DEL PALEN LIGHT 4.5 cables.
- (6) 073° PUNTA SARDEGNA LIGHT 3 cables.
- (7) 103° SECCA CORSARA BUOY 11.7 cables.
- (8) 41°13'09" N., 09°19'18" E.
- (9) 154° LAVEZZI ROCK 3 miles.

Width of channel between (8) and (9) is one mile.

- (B) A searched channel has been established through SAN STEFANO ROADS width where possible 2 cables either side of centre line which runs from position 360° CAPE ORSO LIGHT 2 cables in direction 010° as far north as depth of water permits.
- (C) A searched channel has been established through MADDALENA ROADS width where possible 1½ cables either side of centre line which runs from position 211° SECCA DI MEZZO PASSO 4.1 cables in direction 068° as far north as depth of water permits.

QBH 446 - STRAITS OF BONIFACIO.

A red and white chequered conical buoy with rectangular top mark has been established in position 41°21'45" N., 08°59'E.

QBB 383 - SARDINIA - ST. OF BONIFACIO.

A channel one mile wide has been established with centre line running through the following positions:

- (a) 154° LAVEZZI ROCK LIGHT 3 miles.
- (b) 240° MONACHI ROCK LIGHT 5 miles.

Cancel QBB 312.

APPENDIX EIGHT TO ANNEX DOG
Navigational Aids

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~~TOP SECRET~~
~~BIGCAT-ANVIL~~

DEAN/9

~~FRENCH ULTRA SECRET~~
Minesweeping Plan

~~WESTERN NAVAL TASK FORCE~~
~~BIGCAT-ANVIL~~
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION

(M) 85.13 Minesweeping Group - Commander E. A. Ruth

- (1) 85.13.1 Sweeper Unit One - Commander E. A. Ruth
MinDiv 18 (2 AM's)
- (2) 85.13.2 Sweeper Unit Two - Commander Singleton, R.N.
19th. MBF (6 Fleet M/S's, 2 Danlayers)
- (3) 85.13.3 Sweeper Unit Three - Lt. (jg) I. B. Gersen
Section III - Lt. (jg) I. B. Gersen (4 BMS's, 1 LCC)
Section IV - Ens. R. G. Barngrover (4 BMS's)
- (4) 85.13.4 Sweeper Unit Four - Lieut. R. P. Jenkins
Section II - Lieut. R. P. Jenkins (5 YMS's)
Section IV - Lieut. D. K. Parker (5 YMS's)
- (5) 85.13.5 Sweeper Unit Five - Lt. Comdr. T. T. Scudder, Jr. (1 ACM)
- (6) 85.13.6 Sweeper Unit Six - LT. COMDR. I.V. FLOYD, R.N.V.R. (4 ML's - Brit. M/S's)

1. Information

- (a) See Annex ABLE-Intelligence Data for sources of information on enemy movements, weather, current, hydrographic and meteorological data. A table of Navigational Aids and reference points is contained in Appendix Eight to Annex DOG. Areas for minesweeping are defined as gunfire support, boat lane and transport areas. Areas not so described are tabulated by reference points in Appendix Four to this Annex. Points not listed shall be scaled from the Minesweeping Area Diagram of Appendix 1 to this Annex.
- (b) Minesweeping tasks for D plus One day will depend upon the mine situation and orders will be issued at the end of D Day.

Assumptions

- (a) That an enemy minefield extends across the entrance to Golfe de St. Tropez. That mines may be laid in the shallower water off the beaches of Baie de Bougnon and Cap de St. Tropez.
- (b) After the initial assault phase, extensive enemy minelaying will probably be directed at waters within five miles of the coast and particularly in commonly used channels. These mines will be of the influence type laid during darkness with or without parachutes from aircraft and from E boats or small coastal craft.

2. This Group will search and clear mines from channels and areas in which this Force will operate.

3. Minesweeper Group

Sweeper Unit One

Task 1

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

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Serial: 0026(P)

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/9

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Minesweeping Plan

ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task 2

- (a) Upon arrival in Transport Area 1, direct sweeping of boat lanes and fire support areas as covered by this Plan. Plot and disseminate mine report information in accordance with Appendix 7 to Annex TAKE.
- (b) Obtain reports from all Sweeper Units on completion of specific Tasks.
- (c) On completion of a specific task direct commencing of next task.

Task 3

On completion of D Day sweeping, direct all available sweepers to retire to inner screen positions. When Sweeper Units are no longer required for assault and immediate follow-up phases, they shall be ordered to report to Commander Sweeper Task Group for other duty in Anvil Area.

Task 4

Assign future tasks for routine sweeping.

Task 5

When enemy coast defense batteries and other shore defenses have been silenced, assign minesweepers to night stations or off-shore anchorages which will permit effective mine watching, especially during periods of darkness when enemy mine laying can be expected.

Sweeper Unit Two

Task 1

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

Task 2

Carry out SA/LL sweep of Fire Support Areas 1, 2 and 7.

Task 3

Carry out SA/LL sweep of Fire Support Areas 3, 4, 5 and 6.

Task 4

Carry out SA/LL sweep of Transport Areas 1 and 2 as concentration of vessels permits.

Task 5

Carry out Oropesa sweep of Fire Support Areas 1, 2 and 7.

Task 6

Carry out Oropesa sweep of Fire Support Areas 3, 4, 5 and 6.

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~~TOP SECRET~~
~~BIGOT/INVL~~

DEAN/9

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Minesweeping Plan

ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task 7

Carry out Oropesa sweep of Transport Areas 1 and 2.

Sweeper Unit Three

Task 1

- (a) Boat Minesweepers (BMS), Sections 3 and 4, shall lower from LST lift in Transport Area 1 and proceed so as to pass Point "OBOE" at H - 155 on D Day, lead by LCC 40, on course 300°T along South side of boat lane centerline at best speed in accordance with Time Schedule, Appendix Five to Annex FOX. Separate into 3 sub-sections at Point "ABLE" as follows:
- 4 boats - Red - Green boat lane
 - 2 boats - Yellow boat lane
 - 2 boats - Blue boat lane
- (b) Stream two-ship sweep gear with 240 fathoms of wire between pairs of boats (120 fathoms per boat) and 24 foot float pendants. Start sweep of the three boat lanes at H - 90 taking departure on LCC at Point "SW" which shall remain at this point during progress of sweep.
- (c) Sweep for 12 minutes in line abreast to points "SD" and "SE" and "SF" on courses 284° T, 294° T and 324° T respectively. When opposite these points execute 180° right wheel so as to return north of boat lane centerlines, sweeping on courses 104° T, 114° T and 144° T respectively, maintaining relative bearing on the LCC at Point "SV".
- (d) Complete sweep to Point "A" at H - 55 and proceed south of Point "SW" clear of boat lane under lead of LCC 40 where gear shall be recovered. Proceed to Transport Area 1 and report to LCI 161 until LST 53 (Mother ship) is on station.
- (e) LCC shall report completion of Task 1 and mines swept and detonated to Commander Sweeper Group in USS SWAY (AM 120) as soon as information is received from all BMS's of Sweeper Unit Three.

Task 2

Sweep shallow water areas of less than 5 fathoms depth in Golfe de St. Tropez supplementary to Task 2 of Sweeper Unit Four.

Sweeper Unit Four - YMS Section Two

Task 1

- (a) At H - 300 without signal leave screening stations and proceed to North side of Transport Area 2, streaming double Oropesa gear so as to commence an exploratory sweep of Fire Support Areas 4, 5 and 6, passing Point "O" in line abreast at H - 170 on course 300° T, width of path 2500 yards on North side of boat lane. Time schedule given in Appendix 5 to this Annex shall be followed. Sweep Unit Diagram for this sweep is indicated in Appendix 2 to this Annex.
- (b) On arrival opposite Point "SW", execute ships right 90° in succession to course 030° T and proceed to points opposite north half of Fire Support Areas. Upon arriving execute ships right 90° in succession and make

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~~TOP SECRET~~
~~REPORT-ANVIL~~

DEAN/9

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISLAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944

Minesweeping Plan

ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

exploratory sweep of path ^{to} opposite Point "SS". Recover gear and report completion to Commander Sweeper Group in U.S.S. SWAY (AM 120).

Task 2

Make clearance sweep for moored mines in suspected enemy minefield southwest of line between Seche a l'Huile Light and La Moutte Light. Do not sweep in water of less than 10 fathoms which will be swept by Sweeper Unit Six.

Task 3

Make acoustic magnetic sweep of area shoreward from line "SW" - "SM" on the east and line from Point "SW" to Point des Sardiniaux to the South.

Task 4

Make acoustic magnetic sweep of area between Points SW, SJ, SN, SP, SQ and O. ^{points.}

Task 5

Make acoustic magnetic sweep of area south of boat lane centerline "SW" - "O" ^{to} from southern limit of Delta ^{ATTACK} Area where depth of water permits.

Task 6

Make acoustic magnetic sweep of Golfe de St. Tropez bounded on the north by a line between Seche a l'Huile Light and La Moutte Light.

Sweeper Unit Four - YMS section Four

Task 1

- (a) At H - 300 without signal, leave screening stations and proceed to westward of Transport Area 1 and stream double Oropesa gear so as to commence an exploratory sweep of area 2500 yards wide on south side of Boat Lane centerline, passing Point "O" at H - 170. Sweep in line abreast on course 300° T as indicated in Appendix 2 to this Annex. Time schedule for remainder of sweep is shown in Appendix 5 of this Annex.
- (b) On arrival at line SW - SJ, execute ships left 90° in succession and change course so as not to pass to southwest of line SJ - SP which is 300 yards from suspected enemy minefield. Resume exploratory sweep of 1000 yard path eastward from line SP - SN on course 120° T to line bearing 030° T from Point SQ. Recover gear and report completion to Commander Sweeper Group in U.S.S. SWAY (AM 120).

Tasks 2, 3, 4, 5 and 6

Same as correspondingly numbered tasks for Sweeper Unit Four - YMS Section Two.

ANNEX 3, 4 and 5.

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~~TOP SECRET~~
~~REFOT-ANVIL~~

DEAN/9

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Minesweeping Plan

ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44-

Sweeper Unit Five

Task 1

Provide minesweeping gear and Dan buoys for all sweepers of Delta Attack Force as requested by Commander Sweeper Group.

Sweeper Unit Six

Task 1

At H - 300 without signal, leave screening stations and proceed in accordance with the Time Schedule of Appendix Five to this Annex, passing to north side of Transport Area 2 to Point "O" at H - 155. Then proceed westward on course 300° T on north side of boat lane, streaming starboard Oropesa gear prior to arriving at line SL - SW in "H" formation. Sweep area bounded by Points SL, SV, SH, ST, SG and SK, clearing as high percentage of 1000 yard path as possible. Sweep shall start at H - 120 with two 90° adjacent lap turns to the left. Complete sweep opposite Point SK by H - 90, recover gear and proceed to Transport Area 1.

Task 2

Conduct Oropesa sweep on western limit suspected enemy minefield on line bearing 254° T from Seche a l'Huile Light. This sweep will be made prior to starting Task 2 for Sweeper Unit Four.

(x) 1. Sweeping Procedure

- (a) Comply with Minesweeping Doctrine - Appendix 3 to Annex to Annex FOX.
- (b) Adjust sweeps to the maximum depths consistent with depths of water in which sweeps will operate for any particular task.
- (c) Use speeds indicated in Appendix Five to Annex FOX as minimum operating limit.
- (d) Acoustic gear will be operated at all times when sweeping.
- (e) If mines are cut or detonated during exploratory sweeps, report same immediately to Commander Sweeper Group in U.S.S. SWAY (AM 120) and shift to standard clearance sweep formation and proceed with clearance sweep.
- (f) Use working Dan buoys as necessary in accordance with standard practices when in water where buoys can be laid.
- (g) Loss of gear shall be reported to Commander Sweeper Group for scheduling replenishment by Sweeper Unit Five.
- (h) Sweeping shall not be interrupted by casualties to gear or vessels. Vessels in sweeping condition shall close on vacated position towards guide of unit.
- (i) Tasks will not necessarily be assigned in the numerical order listed in the Plan.

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WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

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ANNEX FOX TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

2. Reports

In accordance with Appendix 7 to Annex TARE of this Plan and Appendix 2 to NCWTF Minesweeping Plan, Annex J of Operation Plan 4-44.

3. Contact with the Enemy

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

(b) Sweeping shall continue regardless of losses.

4. Logistics in accordance with Annex BAKER.

5. Communications in accordance with ANNEX TARE. Use Zone BAKER Time.

B. J. RODGERS
Rear Admiral, U.S. Navy
Commander Task Force Eighty-Five
and Delta Attack Force.

APPENDICES:

1. Minesweeping Area Diagram
2. Sweeper Unit Four Diagram
3. Minesweeping Doctrine
4. Geographical Positions of Reference Points
5. Time Schedule for Minesweepers.

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op. Plan No. 3-44.

Edward J. Schwartz for
R. W. METSGER,
Flag Secretary.

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APPENDIX TWO TO ANNEX FOX TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
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SWEeper UNIT FOUR EXPIORATORY SWEEP

Sweep Data

250 fathoms Sweep Wire

60 foot Float Pendants

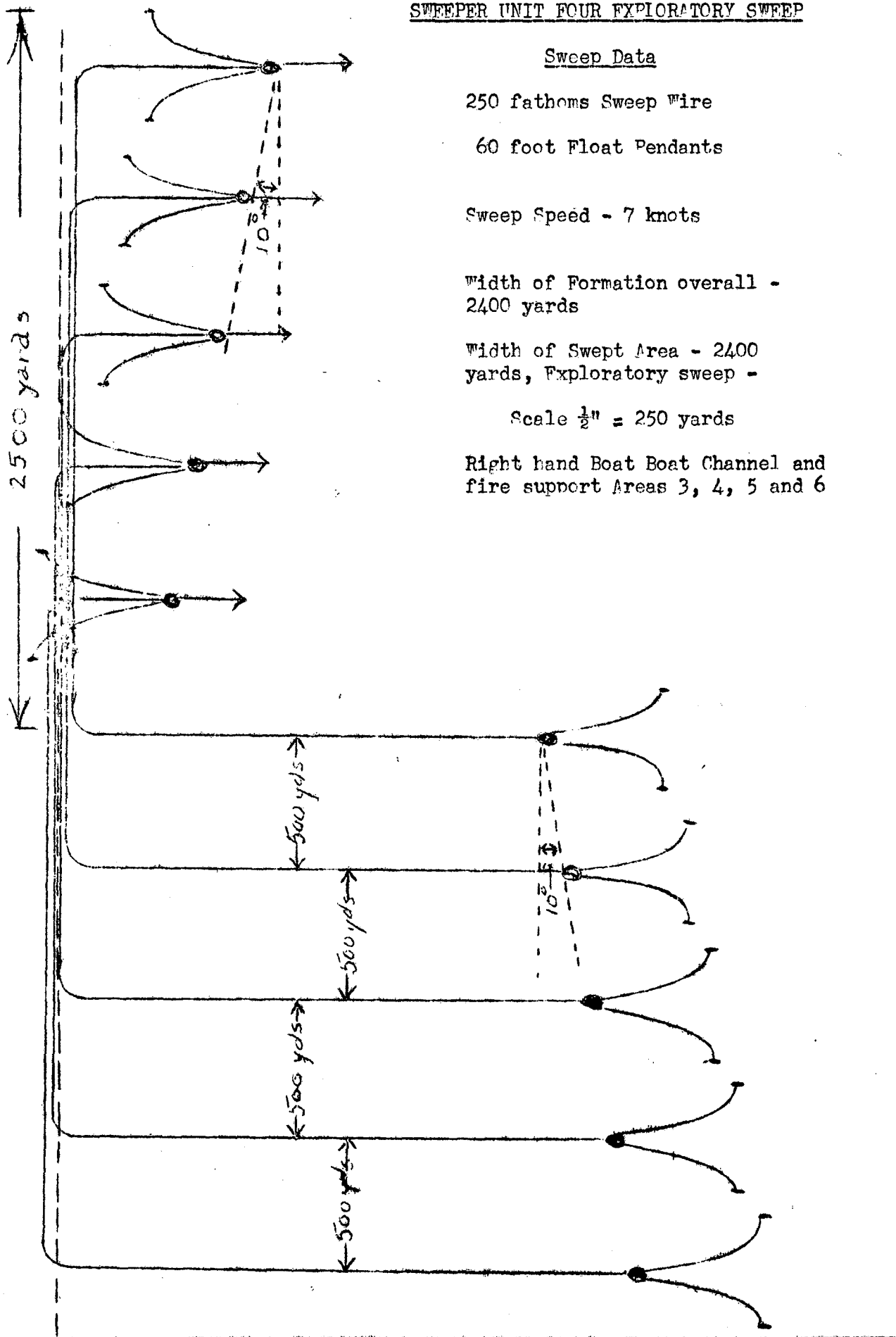
Sweep Speed - 7 knots

Width of Formation overall -
2400 yards

Width of Swept Area - 2400
yards, Exploratory sweep -

Scale $\frac{1}{2}" = 250$ yards

Right hand Boat Boat Channel and
fire support Areas 3, 4, 5 and 6



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Minesweeping Doctrine

APPENDIX THREE TO ANNEX FOX TO COMMANDER TASK FORCE
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1. Instructions for Ships and Minesweepers Meeting or Overtaking in Swept Channels.

- (a) Ships meeting minesweepers on opposite courses in the swept channels in the approaches to ports should pass them keeping to the starboard side of the channel and leaving them on the port hand.
- (b) Ships overtaking minesweepers in the swept channel in the approaches to ports should keep astern of them (at least 1000 yds.) until clear of the channel.
- (c) Minesweepers acting either singly or as a pair, when meeting a vessel on opposite course in a swept channel in the approaches to a port, should keep to the starboard side of the channel and leave the vessel on the port hand. LL sweepers are to stop pulsing when the vessel is abeam if she will pass within 200 yards of the tails.
- (d) Paragraphs (a) and (c) above also apply generally to ships and minesweepers meeting in coastal swept channels such as the Tunisian war channel and in-shore channels along the Italian coast. Minesweepers must, however, give way in such channels to large convoys, who cannot be expected to leave the center of the channel.

2. Action to be Taken in Waters Which May be Mined.

- (a) It is known that the enemy has paid great attention to the problem of mining in both deep and shallow waters. All ships should, therefore avoid navigating inside the 200 fathom line under normal circumstances.
- (b) It is improbable that mines and submarines will be found in close proximity in waters which may be mined, ships should steer a steady course, any necessary alteration of course being made gradually under small rudder.
- (c) The Senior Officer must decide whether the menace from mines is greater than the menace from submarines. Should he decide that the menace from mines is greater, the following action is to be taken:
 - Ships are Not to Zig-Zag.
 - Any ship on the screen obtaining a contact or suspected contact is to drop a pattern of depth charges as near as possible to the contact without using violent rudder.
 - The two adjacent ships on the screen are also to drop full patterns of depth charges.
 - Ships are Not to drop back to confirm contacts or to hunt.
- (d) Ships should always keep rigidly to the established swept channels. There have been numerous casualties due to the neglect of this elementary precaution.
- (e) Sudden changes of course or speed should be avoided, particularly going astern with the engines with headway on the ship.
- (f) Proper settings on the degaussing coils must be given constant attention.
- (g) All reciprocating machinery, particularly diesel auxiliaries, that are not required for essential services should be stopped.
- (h) High speed boats should avoid any critical speed where noise or vibration are a maximum.

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- (i) Vessels should not anchor in suspected waters unless forced to do so through loss of ship control. If it is necessary to anchor, the anchor should be lowered to the bottom and cable veered slowly by the capstan engine.
- (j) All hands on the upper decks should wear life jackets at all times. Others should have their life jackets at hand ready for instant use. In case a man is blown over the side or falls overboard, he should attempt to get as much of his body clear of the water as possible to avoid the crushing effect of any further under-water explosions.
- (k) Personnel should be careful in attempting to recover suspicious objects floating in the water. The object being recovered may be an enemy mine. Floating objects with antennas and floating copper wires buoyed with small cork or glass floats are particularly dangerous.
- (l) Alert lookouts to be particularly watchful for moored or floating mines near coastal waters and when operating in less than 200 fathoms of water. Post lookouts at bow and aloft with proper communications to bridge.
- (m) All watertight doors, air ports and hatches should be kept closed at all times when operating in mined waters to preserve watertight integrity.
- (n) All vessels should keep clear of minesweepers displaying sweeping signals and should not approach closer than 500 yards abeam nor closer than 1000 yds astern such sweepers. The situation at night is particularly hazardous when no signals are visible.
- (o) Should any vessel become involved with a sweep formation so as to ultimately find itself within the scope of streamed sweep gear, such vessel should reduce speed to steerageway and maneuver to assume a course parallel to the sweeping vessels being particularly careful not to pass within 30 yards of an oropesa float (usually identified with an all white or red and black horizontal stripped flag on a short staff, moving on a course parallel with the ship approximately 400 to 600 yards off the sweepers quarter) nor to cross astern of a magnetic sweeper. (See Figure No. 1 attached to this doctrine.)

The sweep wire of oropesa gear streamed by AM's or YMS's will normally pass under vessels when such an EMERGENCY should arise. Stay clear of shallow water sweepers (SC's or LCVP's) as their wire will seldom be deep enough to pass under small craft.

The overall length of a magnetic tail of a sweeper having a magnetic gear streamed is 560 yards and is towed astern. Over 500 yards of the tail is buoyant and floats on the surface. NO vessel should cross astern sweepers so rigged. When contact with a magnetic tail is unavoidable STOP so as not to foul your propellers.

(p) Minesweepers Towing Sweeps are to Display:

By day: (1) A black ball at the masthead and a black ball at end yardarm forming a triangle.

(2) CODE HYPO FOX may also be exhibited to warn merchant vessels. HYPO FOX is the International Signal Meaning, "I, We have a sweep out. You should keep clear of it."

By Night: NO signal will be displayed.

MINESWEEPING DOCTRINE

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APPENDIX THREE TO ANNEX FOX TO COMMANDER TASK FORCE
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3. Rescuing a Mined Vessel. - It may become necessary to assist in the rescue of personnel from a mined vessel or even the vessel itself. The general procedure in such an operation follows:
- (a) Despatch any type of small boat to the scene as soon as possible to render immediate assistance and to explore vicinity for any other shallow planted mines. If mined vessel drifts into known mined waters do not attempt to follow even if weather permits going alongside. If the vessel is in apparently clear or swept waters the rescue ship may approach by following downstream in the direction in which the damaged vessel is drifting since the latter is probably deep in the water and will strike or actuate any mines which would otherwise endanger the rescuing ship.
 - (b) A damaged ship usually lies broadside to the wind but drifts with the current even if the current is against the wind. This condition may enable the rescue ship to send a boat if the weather prevents going alongside. The rescue ship may tow the mined vessel alongside or pass a towing hawser. Sweep wire may in some cases be used for this purpose.
4. Fixing and Reporting Aircraft Mines.
- (a) All ships should have an organization for observing and fixing the position of any mines or bombs which may be dropped in or near a harbor or anchorage during AIR RAID ALERTS.
 - (b) Any ship observing an object dropped in its vicinity is to buoy the position with a small Red and White buoy. If any movements are taking place, the boat buoying the object is to warn ships to keep clear. (Suitable buoys can be made up of empty 5 gal. watertight tins of similiar containers painted red and white and secured to a mooring line, concrete blocks or scrap iron, etc., can be used for anchors. Each ship should have at least two such buoys in readiness.)
 - (c) When the all clear signal has been made, ships are to signal reports of objects seen to fall to the Task Force Commander in the following form:
 - (1) Time of the occurrence.
 - (2) Description of occurrence.
 - (3) Bearing and estimated distance from any suitable charted position or by use of modified British Grid System.
 - (4) Whether position is being buoyed.
 - (5) Degree of reliability (i.e., certain, probable, possible, doubtful).(See also Appendix Seven, Annex TARE, Mine Reports.)
 - (d) Notes on Aircraft Mines - Mines can be released with or without a parachute. Parachute mines descend silently at a speed of about 40 miles an hour, the splash usually rising to a height of 20 feet. They can be dropped from any height, though usually from not more than 8000 feet and at aircraft speeds of 150 miles an hour or less.

Mines released without a parachute descend with a loud whistle at high speed and make a large splash. They have bakelite tail fins which often break off on hitting the water. These tail fins can be recovered, and are of considerable value, as they will indicate the presence of a mine as opposed to an unexploded bomb.

Mines are 9 feet long by 2 feet wide; the parachute, if used, is over 20 feet across and is usually dark green in color.

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APPENDIX THREE TO ANNEX FOX TO COMMANDER TASK FORCE
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5. OYSTER MINES

Latest information reveals that the enemy is using a new type of non-contact mine which has been designated as an Oyster Mine. The following general notes and data are for the guidance of all concerned.

- (a) Mine operates on a reduction of pressure principle caused by a ship passing over the mine.
- (b) It is believed to be layed by aircraft but can also be layed by surface vessels.
- (c) Danger from mine increases with speed, shallowness of water and size of ship.
- (d) At 6 and 12 knots speed, ships of following displacements should be reasonably safe in depth given below.

<u>Tonnage</u>	<u>Six Knots</u>	<u>12 Knots</u>
500 - 1000	5 Fathoms	10 Fathoms
1000 - 1500	7½ "	14 "
2500 - 4900	10 "	17 "
4500 - 7000	12½ "	20 "
8000 - 12,000	15 "	23 "
14,000 - 20,000	17½ "	26 "
22,000 - 30,000	20 "	28 "

- (e) The expected safe speeds for different classes of ships in the depth shown are:

<u>Type of Vessel</u>	<u>FATHOMS</u>				
	5½	7½	10	15	20
YMS, MFB and small Landing Craft	No restrictions				
Destroyers (1600 Ton)	3½	5	7	11	14 Knots
Light Cruisers (6000 tons)	-	4	5	8	11 "
Cruisers (10,000 tons)	-	3	4½	6	9 "
Battleship (35,000 tons)	-	2	2½	4	5½ "

Note: (The importance of accurate mine watching is emphasized.)

6. FLOATING MINES.

- (a) All ships maintain rifles and ammunition ready near the bridge at all times. The use of 40MM and 20MM fire against mines is wasteful and dangerous. 50 Cal. MG without tracers may be used and 20 MM AP fired with MK14 sight is effective.
- (b) Mines should not be sunk less than 200 yards from a ship except in emergency, and exposed personnel should take cover from flying fragments in case the mine explodes. Head into the wind to approach the mine when possible.
- (c) Mines shall not be sunk prior to first light of D Day. Vessel discovering the mine warn ships astern or if possible remain near it to warn other ships away.
- (d) After "H" Hour all floating mines encountered by any ship shall be sunk by small arms fire not endangering other vessels.
- (e) Assault wave shall not be held up on account of floating mines, but avoiding courses may be taken.

MINESWEEPING DOCTRINE

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Minesweeping Doctrine

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APPENDIX THREE TO ANNEX FOX TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
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- (f) Anchored ships may use stream from fire hose to wash floating mines away from the side.

In general a floating mine is less dangerous than a moored mine because:

- (a) It may be seen and avoided.
- (b) It may be washed clear of a ship by the bow wash.
- (c) It may be sunk by rifle fire.
- (d) It will drift clear of the channels in time.
- (e) If it does explode, the main force is expended into the air instead of into the hull.

7. General Comments for Minesweepers.

Our minesweeping equipment and operating procedure have been developed to combat known types of enemy mines.

In FTP 204A are discussed the principles which govern the employment of various types of minesweeping equipment, the planning of minesweeping operations and information of assistance to minesweeping personnel in their use of minesweeping gear.

A copy of FTP 204A should be aboard every minesweeping vessel and the appropriate sections of this publication reviewed before planning and engaging in specific operations.

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Minesweeping Doctrine

APPENDIX THREE TO ANNEX FOX TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
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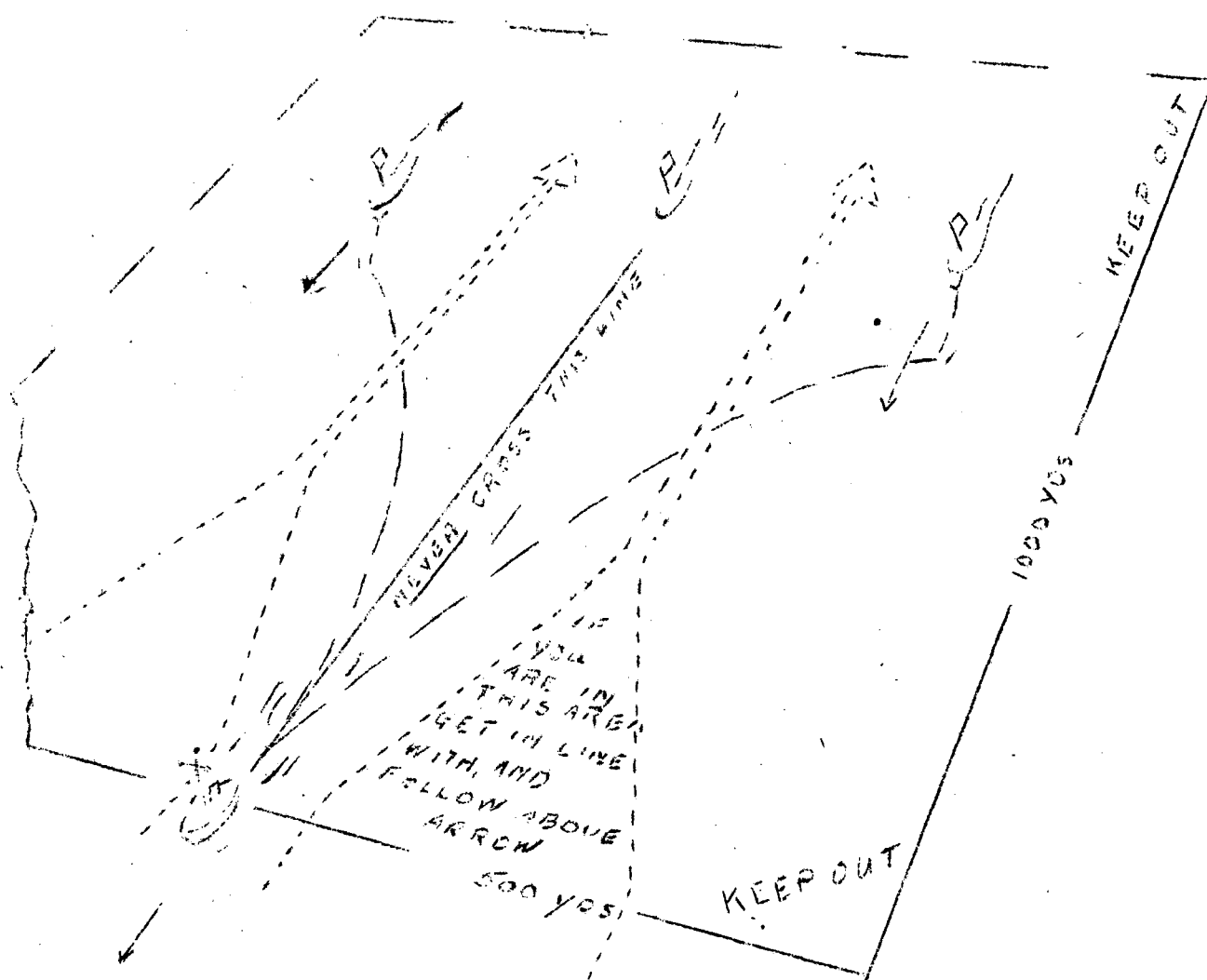


FIGURE No 1 to
MINESWEEPING DOCTRINE

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NAPLES, ITALY,
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GEOGRAPHICAL POSITIONS OF
REFERENCE POINTS

APPENDIX FOUR TO ANNEX FOX TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

<u>DESIGNATION</u>	<u>LATITUDE NORTH</u>	<u>LONGITUDE WEST</u>
SA Red-Green Swept Lane	43-19-02	6-41-52
SB Yellow Swept Lane	43-19-20	6-41-48
SC Blue Swept Lane	43-19-22	6-41-57
SD Red-Green Swept Lane	43-19-17	6-40-37
SE Yellow Swept Lane	43-19-42	6-40-39
SF Blue Swept Lane	43-20-06	6-41-10
SG Inshore F.S. Area	43-18-28	6-41-32
SV Inshore F.S. Area	43-19-14	6-42-05
SH Inshore F.S. Area	43-19-49	6-42-33
SJ South F.S. Area	43-17-32	6-42-20
SK South F.S. Area	43-18-00	6-42-41
SW Boat Lane	43-18-40	6-43-12
SL F.S. Area 6	43-19-20	6-43-42
SM F.S. Area 6	43-21-00	6-44-59
ST Inshore F.S. Area	43-18-38	6-42-32
SU Inshore F.S. Area	43-19-06	6-42-54
SP South F.S. Area	43-16-41	6-43-01
SN South F.S. Area	43-17-03	6-43-23
SQ South F.S. Area	43-14-55	6-47-12
SR South F.S. Area	43-15-08	6-48-06
SS F.S. Area 3	43-18-32	6-50-49

APPENDIX FOUR TO ANNEX FOX
GEOGRAPHICAL POSITIONS OF
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Time Schedule for
Minesweepers

APPENDIX FIVE TO ANNEX FOX TO COMMANDER TASK FORCE
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SWEEPER UNIT	SPEED		PT. "O"	PT. "C"	PT. "SW"	PT. "A"
	SWEEPING	NOT SWEEPING				
8 BMS (M.S. LCVP) 1 LCC	4	6	-155	-130	-110	-100
4 ML(Br.M/S ML)	9	12	-155	-140	-120	Pt."SK" -90
5 X YMS (Sect.2)	7	12	-170 -60	-145 -85	-130 -100	(Westward) (Eastward)
5 X YMS(Sect.4)	7	12	-170 -40	-145 -70	-130 -100	(Westward) (Eastward)
Leading Drone	- -	- -	-104	-79	- -	59 (Detonate off beaches at H-27)
1st. Wave (Woofus and LCS's)	- -	6	-70	-45	- -	-15
Air bombardment of beaches	- -	- -	- -	- -	Starts H - 60	Ceases H - 30

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Approach Plan ANNEX GEORGE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

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- (a) 85.2 Force Flagship.
 - (b) 85.12 Gunfire Support Group
 - (c) 85.20.1 Assault Group Convoy SS-1A (LCT Section)
 - (d) 85.20.2 Assault Group Convoy SM-1A (LST Section)
 - (e) 85.20.3 Assault Group Convoy SF-2A (LCI(L) Section)
 - (f) 85.20.4 Assault Group Convoy SF-1A (Transport Section)

1. Information

- (a) Detailed Task Organization of Assault Group Convoys is contained in Sortie, Convoy and Routing Plan, Annex DOG.
- (b) The area of approach to the Assault Beaches has been divided into three corridors by lines drawn in directions 308° T originating from the following positions:

ABLE LOVE	Lat. 42° 04' N;	Long. 8° 21' E
ABLE MIKE	Lat. 42° 15' N;	Long. 8° 22' E
ABLE NAN	Lat. 42° 26' N;	Long. 8° 24' E
ABLE OBOE	Lat. 42° 37' N;	Long. 8° 25' E

The corridors terminate at the seaward limit of the Assault Anti-Submarine patrol area.

The Approach Corridors have been assigned as follows:

Alpha Attack Force - Left (Southwesterly) Corridor
Delta Attack Force - Center Corridor
Camel Attack Force - Right (Northeasterly) Corridor

Ships and craft assigned to the separate Task Forces are required to remain in their respective corridors during the conduct of the approach.

- (c) Type Convoys will be sailed in three sections with an approximate spacing between sections of ten (10) miles in order that the Alpha, Delta, and Camel Sections will arrive simultaneously at points AL, AM, AN at the following times:

LCT's	H minus 21
LST's	H minus 15
Transports	H minus 12
LCI(L)'s	H minus 9

- (d) Convoy routing to the several transport areas is contained in Appendix 2 to Annex DOG.
- (e) Approach courses, Transport Areas, Fire Support Areas and Boat Lanes are as shown in Appendix 3 of this Annex.

ANNEX GEORGE
APPROACH PLAN

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Approach Plan

ANNEX GEORGE TO COMMANDER TASK FORCE EIGHTY-FIVE
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-
2. This force will proceed in prescribed convoys and via specified routes to the Transport Areas off designated beaches, arriving with necessary units at proper time in order to carry out a supported landing at H-hour on D-day.
3. (a) Force Flagship -- Remain with Assault Group Convoy SM-1A and conduct the approach thereof to Transport Area 1 then operate as directed by Commander DELTA Attack Force.
- (b) Gunfire Support Group -- Remain with Assault Group Convoy SF-1A until arrival in assault area then operate as necessary to carry out Gunfire Support Plan, Annex KING. Proceed with caution when passing transports lying to in Rendezvous and Waiting Area.
- (c) Assault Group Convoy SS-1A -- When released to the control of Commander DELTA Attack Force at position AM proceed via positions DA, DB, and "X" to Transport Area 1, timing approach so as to arrive not later than H minus 200 minutes. Deployment into the Transport Area is to be in accordance with Appendix 1 to Annex JIG and LCT Cruising Disposition Two (SD-2).
- (d) Assault Group Convoy SM-1A -- When released to the control of Commander DELTA Attack Force at position AM proceed via positions DC, DD, "L" and "Y" to Transport Area 1, timing approach so as to arrive not later than H minus 180 minutes. Deployment into the Transport Area is to be in accordance with Appendix 1 to Annex JIG and LST Cruising Disposition One (MD-1). During the approach Beach Identification Group leave screen individually without signal, at such times as are necessary to proceed ahead of assault convoys and mark the line of approach in accordance with Appendix 2. FDT 13 remain in Transport Area until visibility is such that assigned station may be taken without undue hazard to other convoys and gunfire support ships.
- (e) Assault Group Convoy SF-2A. When released to the control of Commander DELTA Attack Force at position AM proceed via positions DC, DD, and "L" to the Rendezvous and Waiting Area timing approach so as to arrive not later than H minus 30 minutes, and await call. Red and Green Beach Assault Group LCI(L)'s proceed immediately to Transport Area 1 preparatory to execution of their phase of the Landing Plan, Annex JIG; Salvage LCI(L)s proceed and carry out Salvage Plan, Annex PETER; avoiding interference with gunfire support ships.
- (f) Assault Group Convoy SF-1A -- When released to the control of Commander DELTA Attack Force at position AM proceed via positions DE, DF, "K" and "W" to Transport Area 2, timing approach so as to arrive not later than H minus 180 minutes, deploying in same order as in Cruising Disposition One (TD-1). Detach Section Two to lie to in the Rendezvous and Waiting Area until called forward.
- (x) (1) Minesweeping Group and Beach Identification Group, in proceeding to carry out their special tasks, continue to use sound gear in order to afford maximum protection to the assault convoys.

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TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Approach Plan

ANNEX GEORGE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (2) During the approach YMS and ML Units of the Minesweeping Group at H minus 300 minutes, without signal, leave screening stations and carry out Minesweeping Plan, Annex FOX. Remaining screening vessels adjust screen to most effectively screen their convoys.
 - (3) Use procedure outlined in Appendix 1 to bring ships and craft to rest in transport areas.
 - (4) Upon arrival of Assault Group Convoys in the Transport Areas the Task Organization of this Plan is automatically dissolved and the Task Organization of Operation Plan 3-44 is effective. Execute Landing Plan and associated plans without further orders.
 - (5) Upon arrival of convoys in transport areas release additional escort DDs and DEs to CTF 80.6 for screening duties.
 - (6) After arrival in transport areas, maintain true bearing on reference vessels. Hold position by putting stern into the wind and backing as necessary.

4. -----

5. Communications in accordance with Communication Plan, Annex TARE.

Use Zone BAKER time.

Commander Task Force Eighty-Five in U.S.S. BISCAYNE with Assault Group Convoy SM-1A.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

APPENDICES:

1. Approach Dispositions and Procedure
2. Beach Identification Procedure
3. Chartlets of Transport, Rendezvous, and Approach Areas.

DISTRIBUTION

Same as CTF 85 and Delta Attack Force Op-Plan 3-44

Edward J. Schwanz
for R. W. METSGER,
Flag Secretary.

GrII/3thPhib/A16-3
Serial: 0027(P)

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

APPROACH DISPOSITIONS
AND PROCEDURE

APPENDIX ONE TO ANNEX GEORGE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No.3-44

A. No special approach dispositions are provided. The cruising dispositions were based on the assault plans, and the several convoys will conduct their approach as follows:

- Convoy SS-1A in LCT Cruising Disposition Two (SD-2)
- Convoy SM-1A in LST Cruising Disposition One (MD-1)
- Convoy SF-2A in LCI Cruising Disposition One (LD-1)
- Convoy SF-1A in Transport Cruising Disposition One (TD-1)

B. Except in an emergency, or unforeseen circumstances, the following procedure will be used to bring the several convoys to rest in their prescribed positions in the transport areas:

- (1) LCT Convoy - Execute speed zero with 700 yards to go. Signal P-O-T-S when guide is in position at point "X".
- (2) LST Convoy - Execute speed 5 knots with 6 miles to go, and speed zero with 1500 yards to go. Signal P-O-T-S when guide is in position 300 yards bearing 030° T from point "Y".
- (3) LCI(L) Convoy - Regulate speed so that guide will come to rest at point "L".
- (4) Transport Convoy - Execute speed 8 knots with 5 miles to go, speed 4 knots with 2 miles to go and speed zero with 1200 yards to go. Signal P-O-T-S when guide is in position 1120 yards bearing 093° T from point "K".
- (5) Execution of the signal P-O-T-S means that the guide of the formation considers herself in her correct position and is a directive to the remainder of the formation to take accurate station on her.

APPENDIX ONE TO ANNEX GEORGE
APPROACH DISPOSITIONS AND PROCEDURE

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NAPLES, ITALY,
27 July 1944:

Beach Identification Procedure
Revised

APPENDIX TWO TO ANNEX GEORGE TO COMMANDER TASK
FORCE EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION
PLAN NO. 3-44.

1. Information

Point KING (15 Mi.) Lat. 43-12-30 N. Long. 06-57-45 E.
Point WILLIAM (10 Mi.) Lat. 43-15-00 N. Long. 06-51-52 E.
Point OBOE (7 Mi.) Lat. 43-16-29 N. Long. 06-48-23 E.
Point CHARLIE (4½ Mi.) Lat. 43-17-42 N. Long. 06-45-29 E.
Point ABLE (1½ Mi.) Lat. 43-19-11 N. Long. 06-41-59 E.

TRANSPORT AREA ONE:

A two mile square oriented 120°T. and 210°T. from a point, 1120 yards bearing 147°T. from Point OBOE.

TRANSPORT AREA TWO:

A two mile square oriented one mile on either side of Point WILLIAM on a line 030°T.-210°T. and two miles indirection 120°T.

RENDEZVOUS AND WAITING AREA:

A two mile square oriented 1000 yards in direction 030°T., and 3000 yards in direction 210°T., from Point KING and two miles in direction 120°T.

Points OBOE and CHARLIE will be marked by Reference Vessels. Points KING and WILLIAM will be unoccupied. Point ABLE will be occupied by an LCC after Wave One has landed.

2. BEACH IDENTIFICATION UNIT will mark pre-determined points along the approach course and off the assault beaches.
3. (a) OBOE Reference Vessel - PC 545 - Leave convoy without signal in time to arrive at Point OBOE at H-200. Fly signal flag OBOE at both yardarms in daylight; during darkness blink OBOE to seaward every two minutes using a green light.
- (b) CHARLIE Reference Vessel - PC 1593 - Leave convoy without signal in time to arrive at Point CHARLIE at H-200. Disembark Scout Unit. Remain accurately on station, taking evasive action as necessary, fly signal flag CHARLIE at both yardarms in daylight; during darkness blink CHARLIE using red light.
- (c) SCOUT UNIT (2 Pontoon Boats, 2 Scout Teams) - Embark in PC 1593 (CHARLIE Reference Vessel). Upon arrival at Point CHARLIE disembark, proceed and conduct reconnaissance of Beaches RED, GREEN, YELLOW, and BLUE, for presence and type of obstacles. If obstacles are found radio plain language "LAND CRABS", designating color of beach where found. This word must be received prior to H-150. Plant Non-sinkable buoy with ABLE flag at Point ABLE. Return to Flagship COMMANDER DELTA ATTACK FORCE. Senior Scout board Flagship and report findings. After completion of this report operate in accordance with Appendix Thirteen to Annex JIG. When completed report to Beachmaster for duty.
- (x) (1) Do not anchor. Use Dan Buoy to mark station where feasible.
- (2) Notify passing assault waves of set and drift of current experienced.
- (3) Flash reference lights through an arc 40° on each side of the line of approach. Flash once on each 10°. Send character slowly and do not slew light while sending. Watch heading of ship and ensure light is not flashed toward the beach.

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NAPLES, ITALY,
27 July 1944: 2000

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ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION

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- (a) Red Beach Assault Group - Captain Parker, U.S.N. (LCI 952)
 - (b) Green Beach Assault Group - Commander Higgins, U.S.N. (LCI 520)
 - (c) Transport Group - Captain Dierdorff, U.S.N. (STANTON)
 - (d) Yellow Beach Assault Group - Commander Floyd, U.S.N. (LCI 196)
 - (e) Blue Beach Assault Group - Commander Floyd, U.S.N. (LCI 196)
 - (f) Division Reserve Assault Group - Commander Warburton, U.S.N. (LCI 530)
 - (g) All Beach Assault Groups (Red, Green, Yellow, Blue)

1. Information

The assault landing of DELTA Attack Force will be made by landing craft from two Transport Areas, one containing LST's, ICT's, and LCI's, the other containing combat loaded transports and cargo ships. Landing craft will proceed from their respective Transport Areas to the vicinity of the beaches via a common boat lane. Landing of reserve troops and equipment may be required over other than the assault beaches. Beach 261 will be used for maintenance until Beach 262 is opened.

(a) The Intelligence Plan, Annex "ABLE" includes information on:

- (1) Beach limits and data.
- (2) Landmarks and topography.
- (3) Hydrography.

(b) For Beach Identification Procedure see Appendix Two to Annex "GEORGE".

2. This Force will land the Forty-Fifth Division Reinforced on DELTA beaches, or as otherwise directed, in order to implement the success of the Division assault.

3. (a) Red Beach Assault Group

(b) Green Beach Assault Group

Establish embarked units and equipment on assigned beaches in accordance with instructions contained in this Annex. The Landing Operation on Red and Green Beaches shall be accomplished in three phases:

Phase I - Assembly in the Transport Area and approach to the Seven Mile Reference Vessel "OBOE" (location of the Wave Control Station).

Phase II - Movement from Seven Mile Reference Vessel "OBOE" to the One and One-half Mile Reference Point "ABLE" (vessel or buoy as feasible).

Phase III - Movement from the One and One-half Mile Reference Point "ABLE" to the beach, landing and retirement.

ANNEX JIG
LANDING PLAN

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NAPLES, ITALY,
27 July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

PHASE I - ASSEMBLY IN THE TRANSPORT AREA AND APPROACH TO THE SEVEN MILE REFERENCE VESSEL "OBOE".

- (1) Dispositions of ships at lowering point is as shown in Appendix One to this Annex.
- (2) LST's Carrying Assault Troops lower boats and embark troops via scramble nets without further order. Equipment may be placed in the boats before lowering, but heavy equipment shall be loaded after lowering. An officer shall be stationed in the bow of each LST to direct the small boats to their Control Vessels. WAVE COMMANDERS FOR THE FIRST TWO WAVES TO RED AND GREEN BEACHES WILL BE SUPPLIED BY LST'S AS FOLLOWS:
- (3) Wave Commander Wave 1 Green Beach EX 655 and equipment boat completes
o. Wave Commander Wave 2 Green Beach EX 656 aded. When
l. Wave Commander Wave 1 Red Beach EX 548 divisions
d. Wave Commander Wave 2 Red Beach EX 550". which will
a. Mile "OBOE"
l. station 50
R. Green Beach
y. Control Vessel take station 50 yards on port bow of Wave Control Station. Red Beach boat division form rendezvous circle on port quarter of its Control Vessel; Green Beach boat division form rendezvous circle on port bow of its Control Vessel. Where single Control Vessel leads both Red and Green Beach Waves (Wave Nos. 2, 3, 4, 6), Control Vessel take station on port beam of Wave Control Station; Red and Green boat divisions form rendezvous circles astern of the control vessel, Green Wave in lead. Red Beach Waves Nos. 9 and 11 which have no individual Control Vessel will follow close behind Red Beach Waves 8 and 10, respectively, as indicated in Landing Wave Diagram, Part 3 of Appendix Three to this Annex. Loading wave circle slowly clockwise, following wave counterclockwise. Keep closed up in a small circle.
- (4) CONTROL VESSELS assemble Waves and lead them to Wave Control Station at "OBOE" in accordance with Diagrams and Schedules, Appendices to this Annex.

PHASE II - MOVEMENT FROM SEVEN MILE REFERENCE VESSEL "OBOE" TO THE ONE AND ONE-HALF MILE REFERENCE POINT "ABLE".

- (1) LCVP WAVES - As soon as the order is passed from the Wave Control Officer to "proceed to the beach", the Control Vessel will motion with hand signals that he is proceeding and will move ahead slowly allowing time for the boats of his wave to break the rendezvous circle and to form a V astern of the Control Vessel. Where both Red and Green Beach Waves (Waves Nos. 2, 3, 4, 6) are led by a single Control Vessel they will form in column of V's astern of Control Vessel with Green Beach Wave leading. Red Beach Waves Nos. 9 and 11 which have no individual Control Vessel, will follow 200 yards behind Red Beach Waves 8 and 10 respectively, slowing at Point "ABLE" to open distance to 1000 yards.

ANNEX JIG
LANDING PLAN

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NAPLES, ITALY,
27 July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

PHASE I - ASSEMBLY IN THE TRANSPORT AREA AND APPROACH TO THE SEVEN MILE
REFERENCE VESSEL "OBOE".

- (1) Dispositions of ships at lowering point is as shown in Appendix One to this Annex.
- (2) I ark troops via
s ay be placed
i t shall be
l oned in the
b r Control
V ED AND GREEN
B
- (3) LCVP Waves when waterborne, take aboard troops and equipment opposite their respective boat davits. As each boat completes loading, lie to off davits until all boats are loaded. When directed by Loading Officer aboard IST, form boat divisions and proceed to position astern of Control Vessel which will lead division over to the Wave Control Station (7 Mile "OBOE" Reference Vessel). Red Beach Control Vessel take station 50 yards on port quarter of Wave Control Station; Green Beach Control Vessel take station 50 yards on port bow of Wave Control Station. Red Beach boat division form rendezvous circle on port quarter of its Control Vessel; Green Beach boat division form rendezvous circle on port bow of its Control Vessel. Where single Control Vessel leads both Red and Green Beach Waves (Wave Nos. 2, 3, 4, 6), Control Vessel take station on port beam of Wave Control Station; Red and Green boat divisions form rendezvous circles astern of the control vessel, Green Wave in lead. Red Beach Waves Nos. 9 and 11 which have no individual Control Vessel will follow close behind Red Beach Waves 8 and 10, respectively, as indicated in Landing Wave Diagram, Part 3 of Appendix Three to this Annex. Leading wave circle slowly clockwise, following wave counterclockwise. Keep closed up in a small circle.
- (4) CONTROL VESSELS assemble Waves and lead them to Wave Control Station at "OBOE" in accordance with Diagrams and Schedules, Appendices to this Annex.

PHASE II - MOVEMENT FROM SEVEN MILE REFERENCE VESSEL "OBOE" TO THE ONE
AND ONE-HALF MILE REFERENCE POINT "ABLE".

- (1) LCVP WAVES - As soon as the order is passed from the Wave Control Officer to "proceed to the beach", the Control Vessel will motion with hand signals that he is proceeding and will move ahead slowly allowing time for the boats of his wave to break the rendezvous circle and to form a V astern of the Control Vessel. Where both Red and Green Beach Waves (Waves Nos. 2, 3, 4, 6) are led by a single Control Vessel they will form in column of V's astern of Control Vessel with Green Beach Wave leading. Red Beach Waves Nos. 9 and 11 which have no individual Control Vessel, will follow 200 yards behind Red Beach Waves 8 and 10 respectively, slowing at Point "ABLE" to open distance to 1000 yards.

ANNEX JIG
LANDING PLAN

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

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NAPLES, ITALY,
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LANDING PLAN

ANNEX JIG TO COMIANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

As each wave departs, the following wave shall move into position near the Wave Control Vessel. All boat waves will proceed to the One and One-half Mile "ABLE" Reference Point at about six knots. Wherever possible, waves not having individual Control Vessels will be met prior to arrival at Point "ABLE" by a returning Control Vessel which will lead them in to their respective beaches.

- (2) CONTROL VESSELS - When dispatched from Point "OBOE" by Wave Control Officer, lead assigned waves down left half of main boat lane to point "ABLE".

PHASE III

MOVEMENT FROM THE ONE AND ONE-HALF MILE REFERENCE POINT
"ABLE" TO THE BEACH, LANDING AND RETIREMENT

- (1) LCVP WAVES - After passing the One and One-half Mile "ABLE" Reference Point, waves continue in to assault beaches on courses indicated in Approach Courses Diagram, Appendix Two to this Annex. On reaching a point about 1200 yards offshore, the Control Vessel will stop and maintain heading on the beach. Waves shift to line abreast and continue in to beach. Where both Red and Green Beach Waves (Waves No. 2, 3, 4, 6) are led by a single Control Vessel, Red Beach Wave unless picked up earlier by a Control Vessel will shift to line abreast at a point about 1500 yards offshore and deploy to left toward Red Beach; Green Beach Wave shift to line abreast and deploy to right toward Green Beach. At the One and One-Half Mile "ABLE" Reference Point, Red Beach Waves 9 and 11 slow to increase distance to preceding Red Beach wave to 1000 yards. All LCVP's beach at best speed in line abreast about fifty yards apart, taking particular care not to crowd together. LCVP's from both Red and Green Beaches retract quickly and retire via the outboard (southwesterly) flank of the main boat lane. Carry out additional tasks assigned by this Annex; if none assigned, return to parent ship for further orders. Be prepared to off-load LCI's as directed.
- (2) CONTROL VESSELS - At about 1200 yards offshore, stop and maintain correct heading toward respective beaches. Permit waves to pass on way to beach before retiring. After leading first wave in to beach, LCC No. 67 retire and mark Point "ABLE" with special nonsinkable buoy; remain on station at Point "ABLE". LCC No. 68 also carry non-sinkable buoy and mark Point "ABLE" in event LCC No. 67 becomes a casualty. LCC 68 return to pick up Red Beach Wave No. 3 and lead it in to the beach. LCC 66 return to "CHARLIE", pick up Red Beach Waves 8 and 9, and lead them to the beach. SC 503, after leading Red and Green Wave 2, return to meet Red Beach Waves 10 and 11 between "CHARLIE" and "OBOE" and lead them to the beach. SC 525, after leading Red and Green Wave 3, return to meet Red Beach 12 between "CHARLIE" and "OBOE" and lead it in to beach. Other Control Vessels retire and pick up waves coming down boat lane without a Control Vessel.

ANNEX JIG
LANDING PLAN

NAPLES, ITALY,
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LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(c) Transport Group

Establish embarked units and equipment on assigned beaches in accordance with this Operation Plan, its Annexes, and detailed Operation Orders which shall be prepared by Commander Transport Group and submitted to COMMANDER TASK FORCE EIGHTY-FIVE prior to D minus 10 for approval. When approved, such Operation Orders will become a part of DELTA Operation Plan No. 3-44, and will be attached thereto as an enclosure. Commander Transport Group's Operation Order will provide for landing of a Raider Platoon of the 45th Reconnaissance Troops on Beach 263 D, when and as called for by the Division Commander.

(d) Yellow Beach Assault Group

(e) Blue Beach Assault Group

Establish embarked units and equipment on assigned beaches in accordance with this Annex and detailed Operation Orders of Commander Transport Group.

(f) Division Reserve Assault Group

Land embarked units and equipment on call when and as directed by Division Commander. LCI's that are unable to beach will be offloaded by LCVP's which will be supplied from LST's upon request by Commander Division Reserve Assault Group. Probable order of beaching as indicated in LCT and LCI Beaching Schedule, Appendix Ten to this Annex.

(g) All Beach Assault Groups (Red, Green, Yellow, Blue)

Red and Green Beach Assault Waves and the major portion of the specialized landing craft for all beaches will originate from DELTA Transport Area No. 1. For purposes of integration with Yellow and Blue Beach Assault Waves, which originate chiefly from DELTA Transport Area No. 2, the procedure applicable to the specialized craft will be detailed in three phases as follows:

PHASE I - ASSEMBLY IN THE TRANSPORT AREA AND APPROACH TO THE SEVEN MILE REFERENCE VESSEL "OBOE".

- (1) DUKW WAVES FROM LST's - Assigned LCVP leaders for DUKW waves take station 100 yards off LST ramp. DUKW's will be launched and rendezvous early enough to clear LST at time indicated in DUKW Rendezvous Diagram, Appendix Four to this Annex. When discharged, DUKW's form rendezvous circle (clockwise) with LCVP leader at center. Where DUKW wave has no LCVP leader, it will circle until LCT leader arrives or will rendezvous with another LCVP-led DUKW wave as indicated in DUKW Rendezvous Diagram, Appendix Four to this Annex. When leaders are ready to shove off, DUKW's form single column (except DUKW's of Wave No. 9 which form double column) astern of their respective leaders which will conduct them to the Wave Control Station (Seven Mile "OBOE" Reference Vessel). DUKW's of Red and Green Beach Waves stand by off port bow of "OBOE" until dispatched; Yellow and Blue Beach DUKW's stand by off starboard bow of "OBOE" until dispatched.

ANNEX JIG
LANDING PLAN

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (2) LCT's proceed in time to arrive at Seven Mile "OBOE" Reference Vessel at times indicated in Dispatch and Landing Schedules, Appendix Eight and Appendix Twelve to this Annex. LCT's assigned to lead DUKW waves will proceed as indicated in DUKW Rendezvous Diagram, Appendix Four to this Annex, will pick up DUKW's and conduct them to the Wave Control Station (Seven Mile "OBOE" Reference Vessel). LCT's not assigned to specific waves proceed on order of Commanders Beach Assault Groups in accordance with LCT and LCI Beaching Schedule, Appendix Ten to this Annex.
 - (3) LCI's - Be prepared to land or off-load troops on call commencing about H plus 105 minutes as directed by Commanders Beach Assault Groups. Probable order of beaching as indicated in LCT and LCI Beaching Schedule, Appendix Ten to this Annex. Salvage LCI's 37, 41, 43 perform salvage tasks assigned in Salvage Plan, Annex "PETER". Headquarters LCI's proceed toward beach as directed.
 - (4) LST's - Pontoon LST's rig pontoons upon arrival in Transport Area and prepare to beach on call as ordered by Commanders Beach Assault Groups. Other LST's prepare to offload via LCT's or to beach as ordered by Commanders Beach Assault Groups.

PHASE II MOVEMENT FROM SEVEN MILE REFERENCE VESSEL "OBOE" TO THE ONE AND ONE-HALF MILE REFERENCE POINT "ABLE".

- (1) DUKW WAVES FROM LST's - When dispatched by Wave Control Officer, DUKW's will follow close behind Wave Leaders at speed of 4 knots; DUKW formation will be single column except: a. DUKW's of Green Beach Wave No. 9 which will proceed in double column astern of LCT of Green Beach Wave No. 8 as indicated by Landing Wave Diagram, Part 3 of Appendix Three to this Annex. b. DUKW's of Yellow Beach Waves No. 9 which will proceed in double column astern of LCVF Leaders as indicated in Yellow-Blue Landing Wave Diagram, Appendix Eleven to this Annex.
- (2) LCT's - When dispatched, proceed down boat lane at six knots speed to the One and One-Half Mile "ABLE" Reference Point. LCT's leading DUKW's will proceed at four knots or at such lower speed as will prevent DUKW's from straggling. All LCT's must exercise extraordinary caution to avoid running down smaller craft or swamping DUKW's.
- (3) LCI's - Proceed via Points "OBOE", "CHARLIE", and "ABLE", or as otherwise directed, toward assigned beaches.
- (4) LST's - Proceed via points "OBOE", "CHARLIE", and "ABLE", or as otherwise directed, toward assigned beaches.

PHASE III MOVEMENT FROM THE ONE AND ONE-HALF MILE REFERENCE POINT "ABLE" TO THE BEACH, LANDING AND RETIREMENT.

- (1) DUKW WAVES FROM LST's land in column. At a point about 1000 yards offshore, Red and Green Beach DUKW's of Wave No. 2 sheer out to left and right respectively to land on their beaches.

ANNEX JIG
LANDING PLAN

"AFTER Beach Assault Groups" READ: "LCVP's required for off loading will be rendezvoused at CHARLIE Reference Vessel where they may be procured as needed".

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WESTERN NAVAL TASK FORCE,
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U.S.S. BISCAINE, FlagshipNAPLES, ITALY,
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DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

At a point about 1000 yards offshore, GREEN Beach DUKW's of Wave No. 5 sheer out to the right to land on GREEN Beach. LCC 68 leading DUKW's of Wave No. 2 will turn away to port at about 1500 yards offshore and return up boat lane to pick up and lead LCV's of Red Beach Wave No. 3 in to their Beach. At Point "ABLE", DUKW's of Yellow Beach Wave No. 8 sheer out to left and proceed into Yellow Beach without leader; guide on LCT 565 and DUKW's of Yellow Beach Wave No. 7 which should be about 1200 yards ahead.

- (2) LCT's beach on the outboard flanks of their respective beaches, taking care not to interfere with small boat and DUKW waves. LCT's 562, 568, 604, which carry Amphibious Tanks proceed toward their beaches 100 yards on the right flank of their respective waves as indicated in Wave One Diagram, Appendix Seven to this Annex; when 1500 yards offshore, increase speed so as to come up on flank of Woofus; when Woofus has fired, continue in to beach ahead of first wave and on right flank of assigned beach. In the event that beaching is impracticable, because of obstructions or for any other reason, launch Amphibious Tanks offshore immediately. When discharged LCT's retract and retire via out-board flank of main boat lane. Return to LST area and report to LST's for off-loading duty in accordance with Unloading Priority Table, Appendix Sixteen to this Annex. As soon as unloading of all LST's is completed, or when otherwise directed, LCT's will report to Commander Transports for further duty in connection with unloading of Transports.
- (3) LCI's - Deploy by Beach Groups just prior to arrival at Point "ABLE", and proceed toward respective beaches in line abreast. Beach or off-load troops as directed by Commander Red Beach Assault Group and Commander Green Beach Assault Group respectively. After discharging troops, proceed to DILWARA or ASCANIA for off-loading duty in accordance with Unloading Priority Table, Appendix Sixteen to this Annex.
- (4) LST's - Proceed to position on beach as designated by Beachmaster, otherwise beach near center of the beach. Place Pontoon Causeways in accordance with Pontoon Causeway Plan, Appendix Fifteen to this Annex. LST's off-loading via LCT's proceed as directed by Commanders Beach Assault Groups; priority of unloading and LCT's assigned for this duty in accordance with Unloading Priority Table, Appendix Sixteen to this Annex.

3. (x) (1) SPECIAL INSTRUCTIONS FOR ALL GROUPS AND UNITS (RED, GREEN, YELLOW AND BLUE).CONTROL VESSELS

Control Vessels are responsible for picking up small boat waves at their points of origin and for leading them down the boat lanes to the correct beaches.

Approach "OBOE" and "CHARLIE" slowly. If the preceding wave has not been dispatched, stop well clear of that wave. When the preceding wave departs from "OBOE", move up and take position near "OBOE" so as to be in easy voice communication.

ANNEX JIG
LANDING PLAN

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DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Wait until dispatched by the Wave Control Officer aboard "OBOE". The Wave Control Officer will use a loud hailer, megaphone, or dispatch boat to notify the Control Vessel in advance of the time to shove off. Alert the small boats and get under way promptly. Adjust speed to pass Reference Points on schedule. Exercise caution in overtaking DUKW waves. Do not exceed maximum speed of craft under control. A boat control officer in the stern will keep the conning officer informed how the wave is following.

Each LCC of Wave No. 1 (LCC's 66, 67, 01, 99) shall supply itself with one pyrotechnic signal projector and ORANGE colored smoke rockets for same. Firing of such smoke rocket will be a signal for lifting of the close supporting Naval gunfire. The smoke rocket is to be fired when first wave is about 1000 yards offshore or in the event that any LCC observes close support gunfire falling so near to the incoming first wave as to endanger boats and troops; it is not to be fired until absolutely necessary. When any LCC fires its orange smoke rocket, the other LCC's should fire theirs immediately in order that the signal will be plainly visible to the Naval Gunfire Support Commander and the firing ships.

Officers of Control Vessels must be resourceful. H Hour may be unexpectedly changed, and Control Vessels must be ready to change their entire schedule accordingly. Other emergencies must be anticipated such as change of designated beach, casualty to Reference Vessels, and failure of communications.

WAVE CONTROL OFFICER IN "OBOE" REFERENCE VESSEL

A Wave Control Officer (one for Red-Green Waves, one for Yellow-Blue Waves) is embarked in the Seven Mile "OBOE" Reference Vessel. His primary duties are to assemble waves and dispatch them from the Reference Vessel so that waves will arrive at their respective beaches on schedule. He shall keep a careful check and record of all craft dispatched. Units becoming separated from their wave shall report to him for instructions. He will be in communication with Group Commanders and shall transmit last minute changes to units which cannot be reached by other means.

REFERENCE VESSELS

Reference Vessels will take station and perform their several functions in accordance with Appendix Two of Approach Plan, Annex "GEORGE".

"OBOE" Reference Vessel (PC 545) will mark its stack with two broad colored bands - one red, one yellow. It will also display a large "OBOE" flag. In addition, it will frequently blink the Morse Symbol for "OBOE" (- - -) by light toward the Transport Areas, particularly toward small boats which seem lost or leaderless.

"CHARLIE" Reference Vessel (PC 1593) will mark its stack with three broad colored bands - one blue, one white, one red, in that order from top down. It will also provide itself with and display a large "CHARLIE" flag.

"ABLE" Reference Vessel when established on station will display the "ABLE" flag.

In the event that "OBOE" Reference Vessel becomes a casualty, then PC 559 will take position as "OBOE" Reference Vessel. If the "CHARLIE" Reference Vessel becomes a casualty, then PC 556 will take position as "CHARLIE" Reference Vessel. If the "ABLE" Reference Vessel becomes a casualty, then LCC 68 will take position as "ABLE" Reference Vessel.

ANNEX JIG
LANDING PLAN

TOP SECRET
REGOT-INVIL

DEAN/13

LANDING PLANWESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, FlagshipNAPLES, ITALY,
27 July 1944: 2000ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Reference/Vessels must maintain proper heading toward beaches.
In case a Reference Vessel is out of position for any reason, boat
waves must be notified and given the corrected course to the beach.

TRAFFIC CONTROL CRAFT

The following craft are assigned to assist the Beachmasters in controlling traffic in and about the beaches:

LCC 66 - RED-GREEN BEACH
LCC 67 - YELLOW BEACH
LCC 68 - BLUE BEACH

"LCVP No. 1 of Red Wave 4 (ex. LST 691) ----- RED BEACH

LCVP No. 1 of Green Wave 4 (ex. LST 665) ----- GREEN BEACH

At F LCC LCVP No. 1 of Yellow Wave 5 (ex. LYON) ----- YELLOW BEACH

where LCC LCVP No. 1 of Blue Wave 5 (ex. STANTON) ----- BLUE BEACH". s
consisting of a buoy or non-sinkable buoy before leaving station.

"Traffic Control LCVP's are Wave Leaders' boats of the Fourth

Wave for Red and Green beaches, and of Fifth Wave for Yellow and Blue beaches. Parent ships are responsible for painting on both sides of each in large white letters "TRAFFIC CONTROL RED", "TRAFFIC CONTROL GREEN", etc. as appropriate. When assigned LCVP's have discharged their troops they will report to their Beachmasters for traffic control duty, and then lie off the flanks of their respective beaches for further orders. Each Traffic Control Vessel, whether LCC or LCVP, will carry and display the numeral "SIX" flag upon assuming its duties".

Right extremities respectively of such channels (black-ice, red, right). LCVP's carrying "QUEEN" flags shall not display them in any manner until arrival at beach.

LCVP's FOR OFFLOADING ARMY PERSONNEL OF HEADQUARTERS LCI's(952, 520, 196, 530)

The following boats are assigned to assist in offloading Army personnel embarked in Headquarters LCI's:

1 LCVP from LST 1020 } Report to "CHARLIE" at H plus 30 minutes
1 LCVP from LST 1021 }

2 LCVP from Wave No. 1 -One each to be designated from RED and GREEN Beach Wave 1 by Wave Leader. Both report to "CHARLIE" at H plus 50 minutes.

From this pool assembled at "CHARLIE" Reference Vessel, boats will be picked up by the Headquarters vessels as required for offloading personnel.

ANNEX JIG
LANDING PLAN

~~TOP SECRET~~
~~REGOT-INVIL~~

DEAN/13

NAPLES, ITALY,
27 July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Reference/Vessels must maintain proper heading toward beaches.
In case a Reference Vessel is out of position for any reason, boat waves must be notified and given the corrected course to the beach.

TRAFFIC CONTROL CRAFT

The following craft are assigned to assist the Beachmasters in controlling traffic in and about the beaches:

At H plus one hundred minutes, unless otherwise ordered, assigned LCC's discontinue existing duties and proceed to designated beaches where they will report to BEACHMASTERS for traffic control tasks. LCC occupying station as "ABLE" Reference Vessel, see that "ABLE" is conspicuously buoyed with non-sinkable buoy before leaving station. "Traffic Control LCVP's are Wave Leaders" boats of the Fourth

Wave for Red and Green beaches, and of Fifth Wave for Yellow and Blue beaches. Parent ships are responsible for painting on both

Each LCVP component of Wave No. 1 will be equipped by its parent ship (STANTON, LYON; LST's 548, 655, 550, 656) with an eight foot pole with flag "QUEEN" attached. Upon beaching, pole is to be planted on beach by boat crew so as to indicate beaching position to successive waves. As channels are identified by Beach Party, "QUEEN" flags will be removed and a black flag and a red flag placed to indicate Left and Right extremities respectively of such channels (Black-left, Red - right). LCVP's carrying "QUEEN" flags shall not display them in any manner until arrival at beach.

LCVP's FOR OFFLOADING ARMY PERSONNEL OF HEADQUARTERS LCI's(952, 520, 196, 530)

The following boats are assigned to assist in offloading Army personnel embarked in Headquarters LCI's:

1 LCVP from LST 1020)
1 LCVP from LST 1021) Report to "CHARLIE" at H plus 30 minutes

2 LCVP from Wave No. 1 -One each to be designated from RED and GREEN Beach Wave 1 by Wave Leader. Both report to "CHARLIE" at H plus 50 minutes.

From this pool assembled at "CHARLIE" Reference Vessel, boats will be picked up by the Headquarters vessels as required for offloading personnel.

ANNEX JIG
LANDING PLAN

GrII/8thPhib/A16-3
Serial: 0030(P)

~~TOP SECRET~~
~~WIGOT-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE, -
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(2) INSTRUCTIONS TO ALL WAVES AND VESSELS

- (a) All craft for RED and GREEN Beaches keep within the southwesterly half of the main 1000 yard boat lane; the northeasterly half will be used by craft assigned to land on YELLOW and BLUE Beaches. (see Approach Courses Diagram, Appendix Two to this Annex).
- (b) All Waves and vessels passing down the boat lane be alert for signals from the Reference Vessels; it may be necessary for "CHARLIE" or "ABLE" Reference Vessels to hold up waves in the event that the beaches become congested.
- (c) In certain instances it will be necessary for speedier waves to pass slower ones. Particular caution must be observed to avoid collision or swamping of other craft, particularly DUKW's and Amphibious Tanks.
- (d) Special attention is called to rocks awash on the left hand flank of the main boat lane near Reference Point "ABLE"; these are shown in the Approach Courses Diagram, Appendix Two to this Annex. Also shown in the Diagram are two marker beacons, the nearer of which should be clearly visible in good weather; it bears 237° True, 1250 yards distant, from Point "ABLE, and is probably red in color. Likewise indicated in the Diagram is a submerged rock about 150 yards offshore from the right center of Yellow Beach; this rock is probably about 3 feet underwater.
- (e) Rocket and gunfire craft be careful not to fire on friendly craft; inadvertent accidents are costly. Small craft personnel of the first wave should familiarize themselves thoroughly with the operations of the Rocket and Gun Support Wave (Appendix 14) and must take care not to place their craft in positions of danger in relation thereto. All personnel must be made aware that rockets will probably be fired over their heads, and that this is for their protection and support.
- (f) All vessels be alert to rescue survivors of sunken or imperiled craft.
- (g) When Beachmaster is established on beach, he will designate correct beaching points and priorities. All craft will obey instructions issued by him.

4. x x x x x x x x x

ANNEX JIG
LANDING PLAN

GrII/8thPhib/Al6-3
Serial: 0030(P)

~~TOP SECRET~~
~~REGOT-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
July 1944: 2000

LANDING PLAN

ANNEX JIG TO COMMANDER TASK FORCE EIGHTY-FIVE AND
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

5. Communications in accordance with Communications Plan, Annex "TAKE". Use Zone BAKER time. The Short Title of this Annex is DEAN/13.

B. J. RODGERS,
Rear Admiral, U. S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force.

APPENDICES:

1. Position of Ships in Transport Area 1.
2. Approach Courses to Beaches.
3. Landing Wave Analysis Red-Green Beaches.
 - Part 1 - Boat Assignment Table Red-Green Beaches.
 - Part 2 - Landing Wave Composition Red-Green Beaches.
 - Part 3 - Landing Wave Diagram Red-Green Beaches.
 - Part 4 - Landing Wave Time Diagram Red-Green Beaches.
4. DUKW Rendezvous Diagram - All Beaches.
5. LCVP Numbering System - Red-Green Beaches.
6. Wave 1 Rendezvous Diagram - Red-Green Beaches.
 - Part 1 - Wave Assembly - Red-Green Beaches.
 - Part 2 - Procedure to OBOE - Red-Green Beaches.
7. Diagram - Support Wave & Wave 1 - All Beaches.
 - Part 1 - At OBOE.
 - Part 2 - OBOE to Beach.
8. Dispatch and Landing Schedule - Red-Green Beaches.
9. Wave Assembly Diagram - Red-Green Beaches.
 - Part 1 - Wave 2.
 - Part 2 - Waves 3, 4, and 6.
 - Part 3 - Red Beach Waves 8 and 9.
 - Red Beach Waves 10 and 11.
 - Red Beach Wave 12.
10. LCT and LCI Beaching Schedule - All Beaches.
11. Landing Wave Diagram - Yellow-Blue Beaches.
12. Dispatch and Landing Schedule - Yellow-Blue Beaches.
13. Pre-Assault Demolition Plan.
14. Rocket and Wave Support Plan.
15. Pontoon Causeway Plan.
16. Unloading Priority Table.

DISTRIBUTION:

Same as CTF 85 and DELTA Attack Force Op Plan No. 3-44.

R. W. Metzger
R. W. METSGER,
Flag Secretary.

ANNEX JIG
LANDING PLAN

~~TOP SECRET~~
~~REGOT-ANVIL~~

DEAN/13

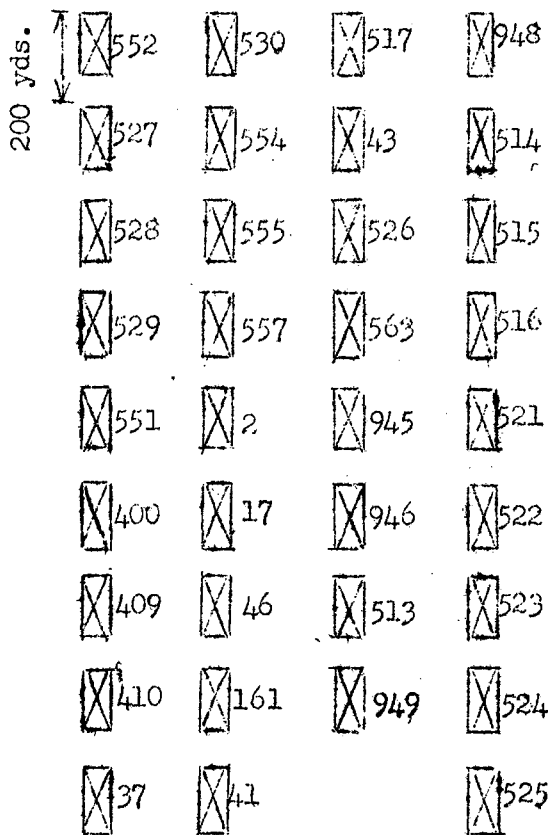
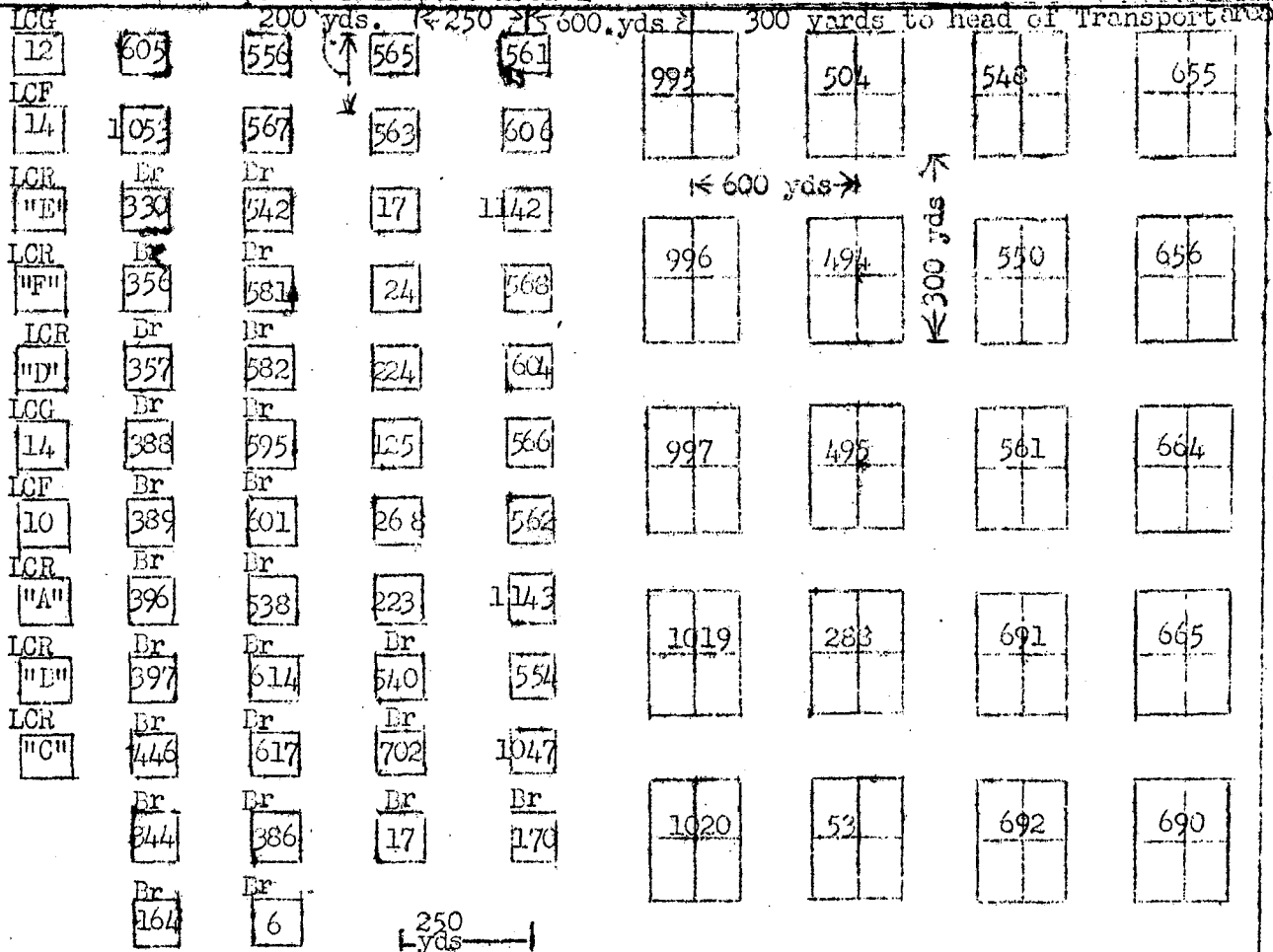
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Landing Plan

APPENDIS ONE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Position of ships in Transport Area 1



Note: TASK FORCE and Sub-TASK
FORCE FLAGSHIPS not shown.

LST



LCI

LCT

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DEAN/13

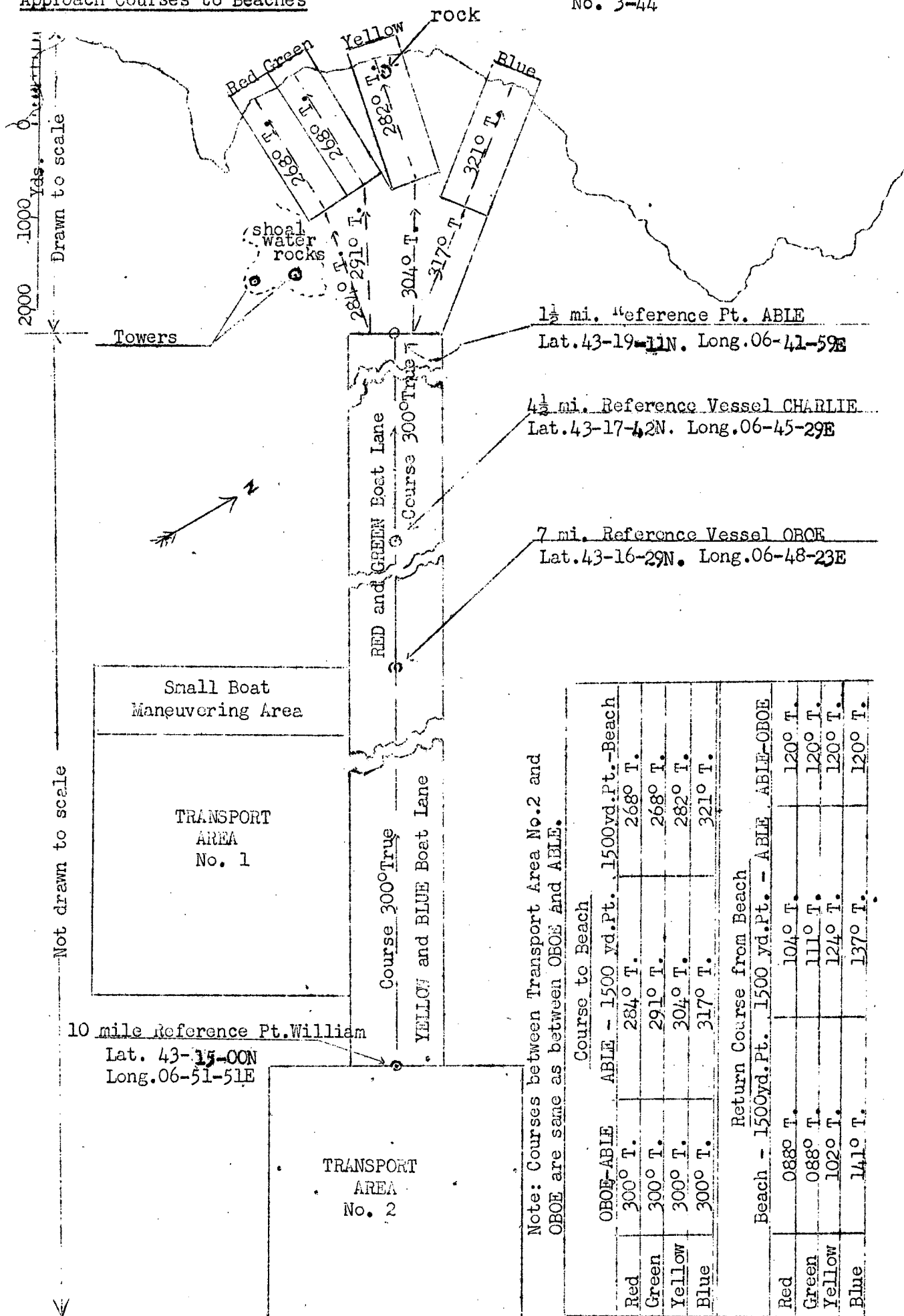
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Landing Plan

Approach Courses to Beaches

APPENDIX TWO TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
No. 3-44



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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

PART ONE - BOAT ASSIGNMENT TABLE RED-GREEN BEACHES

LST 655

- 1 LCS No. 5 Support Wave Green Beach
- 3 LCVPs Wave #1 Green Beach
- 2 LCVPs Wave #2 Green Beach

LST 656

- 1 LCS No. 8 Support Wave Green Beach
- 3 LCVPs Wave #1 Green Beach
- 2 LCVPs Wave #2 Green Beach

LST 664

- 6 LCVPs Wave #3 Green Beach

LST 665

- 6 LCVPs Wave #4 Green Beach

LST 690

- 3 LCVPs Wave #6 Green Beach
- 2 LCSs Nos. 6 and 7 Support Wave Green Beach
- 1 LCS No. 4 Support Wave Red Beach

LST 548

- 1 LCS No. 1 Support Wave Red Beach
- 3 LCVPs Wave #1 Red Beach
- 2 LCVPs Wave #2 Red Beach

LST 550

- 3 LCVPs Wave #1 Red Beach
- 2 LCVPs Wave #2 Red Beach
- 1 LCVP Guide DUKWs in 9th Wave to Green Beach

LST 561

- 6 LCVPs Wave #3 to Red Beach

LST 691

- 6 LCVPs Wave #4 to Red Beach

LST 692

- 2 LCSs Nos. 2 and 3 Support Wave Red Beach
- 3 LCVPs Wave 6 Red Beach
- 1 LCVP Report to LST 691 guide DUKWs in 9th Wave to Yellow Beach

LST ~~504~~ 505

- 5 LCVPs Wave #8 Red Beach
- 1 LCVP Guide DUKWs in 9th Wave to Green Beach

LST 140

- 2 LCVPs Spare

LST 494

- 5 LCVPs Wave #9 Red Beach
- 1 LCVP Guide DUKWs in 9th Wave to Yellow Beach

LST 495

- 5 LCVPs Wave #10 Red Beach
- 1 LCVP Report to LST 561, Guide DUKWs in 8th Wave to Yellow and Blue Beaches

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DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

PART ONE - BOAT ASSIGNMENT TABLE RED-GREEN BEACHES

LST 288

- 5 LCVPs Wave #11 Red Beach
- 1 LCVP Guide DUKWs in 16th Wave to Blue Beach

LST 53

- 5 LCVPs Wave #12 Red Beach
- 1 LCVP Spare

LST 1021

- 1 LCVP Report to "CHARLIE" Reference Vessel for off-loading
Hdq. LCI 952
- 1 BMS

LST 955

- 1 LCVP Guide DUKWs in 6th Wave to Yellow and Blue Beaches
- 1 BMS

LST 956

- 1 LCVP Guide DUKWs in 9th Wave to Yellow Beach
- 1 BMS

LST 997

- 2 BMS

LST 1019

- 2 BMS

LST 1020

- 1 LCVP Report to "CHARLIE" Reference Vessel for off-loading
Hdq. LCI 952
- 1 BMS

LST 526

- 2 LCVPs Spare

APPENDIX THREE TO ANNEX JIG

Part 1 - Boat Assignment Table Red-Green Beaches

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Serial: 0030(P)

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DEAN/13

Landing Wave Analysis
Red-Green Beaches

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44,

PART TWO - WAVE COMPOSITION - RED AND GREEN BEACH

	<u>1 LCF</u>	<u>CONTROL VESSEL</u>
	<u>1 LCG</u>	
Support Wave -	3 Woofus's Ex LSD LCS #1 Ex LST 548 LCS #2-3 Ex LST 692 LCS #4-6-7 Ex LST 690 LCS #5 Ex LST 655 LCS #8 Ex LST 656	
Wave No. 1 Green	LCVP's No. 1-3-5 LST 655) LCVP's No. 1-3-5 LST 656)	LCC 67
Wave No. 1 Red	LCVP's No. 1-3-5 LST 548) LCVP's No. 1-3-5 LST 550) LCT No. 606 & 562)	LCC 66
Wave No. 2 Green	LCVP's No. 2-4 LST 655) LCVP's No. 2-4 LST 656)	SC 503
Green	LCVP's No. 2-4 LST 548)	
Red	LCVP's No. 2-4 LST 550)	
Red	1 DUKW) 1 DUKW)Ex LST 550	LCC 68
Wave No. 3 Green	LCVP's No. 1-2-3-4-5-6 LST 664)	
Red	LCVP's No. 1-2-3-4-5-6 LST 561)	SC 525
Wave No. 4 Green	LCVP's No. 1-2-3-4-5-6 LST 665)	
Red	LCVP's No. 1-2-3-4-5-6 LST 691)	SC 534
Wave No. 5 Green	4 DUKW's Ex LST 664)	
Red	LCT 1143 - 4 DUKW's Ex LST 664)	LCT's 1143 & 562
Wave No. 6 Green	LCVP's 1-3-5 LST 690)	
Red	LCVP's 1-3-5 LST 692)	SC 515
Wave No. 7 Green	LCT 561 & 556 - 3 DUKW's Ex LST 550)	LCT's 556 & 561
Red	LCT 605 & 1053 - 3 DUKW's Ex LST 550)	LCT's 1053 & 605
Wave No. 8 Red	LCVP's 1-2-3-4-5 LST 504)	Meet LCC 66 at "CHARLIE"
Wave No. 9 Red	LCVP's 1-2-3-4-5 LST 494)	Reference Vessel
Wave No. 8 Green	LCT 567	
Wave No. 9 Green	8 DUKW's Ex LST 664) 8 DUKW's Ex LST 504) 8 DUKW's Ex LST 550)	LCT 567 1 LCVP Ex 550 1 LCVP Ex 504
Wave No. 10 Red	LCVP's 1-2-3-4-5 LST 495)	Meet SC 503 between OBOE and CHARLIE Reference Vessels
Wave No. 11 Red	LCVP's 1-2-3-4-5 LST 288)	
Wave No. 12 Red	LCVP's 1-2-3-4-5 LST 53)	Meet SC 525 between OBOE and CHARLIE Reference Vessel

APPENDIX THREE TO ANNEX JIG
Part 2 - Wave Composition - Red-Green Beaches

~~TOP SECRET~~
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

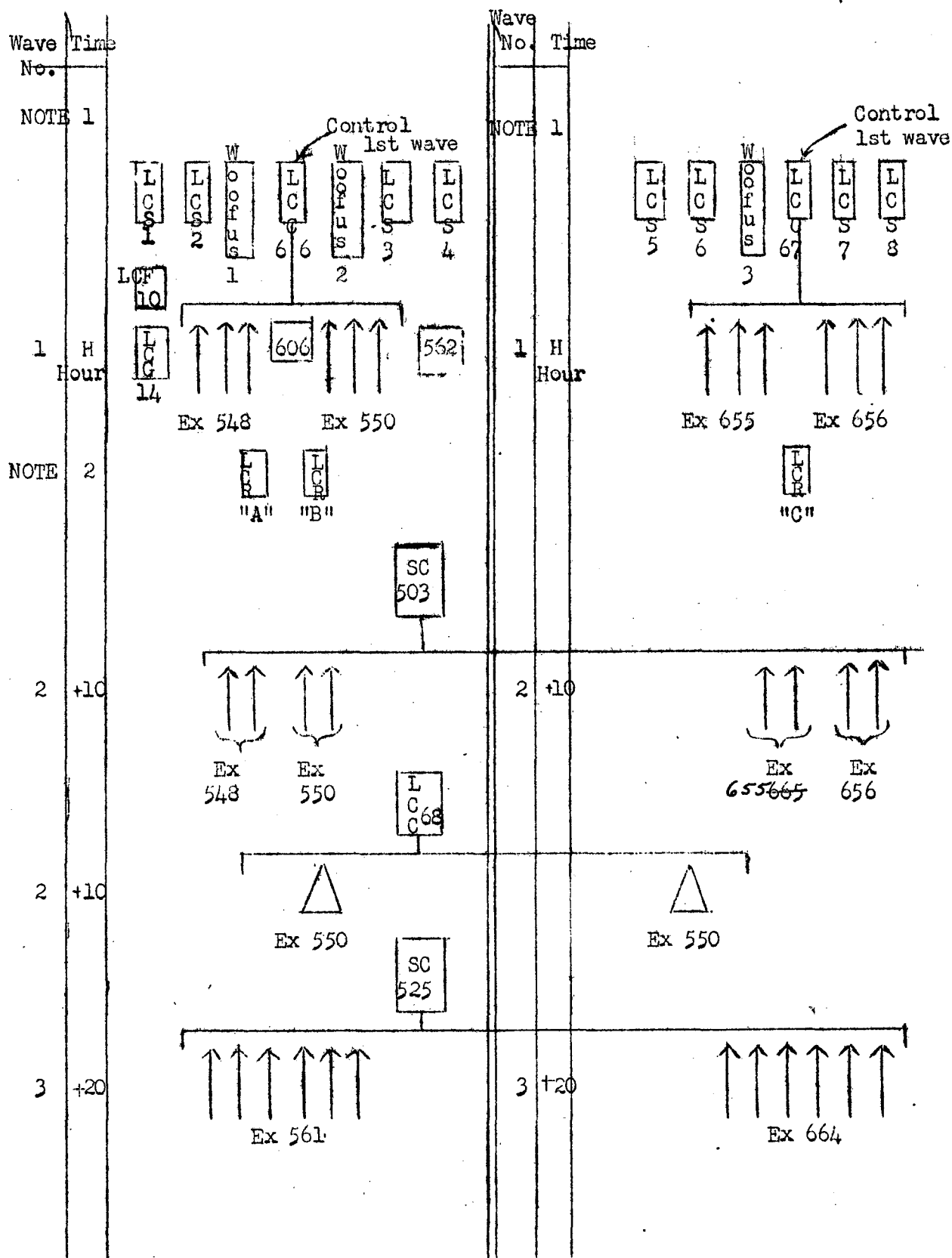
Landing Wave Analysis

Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

RED BEACH

GREEN BEACH



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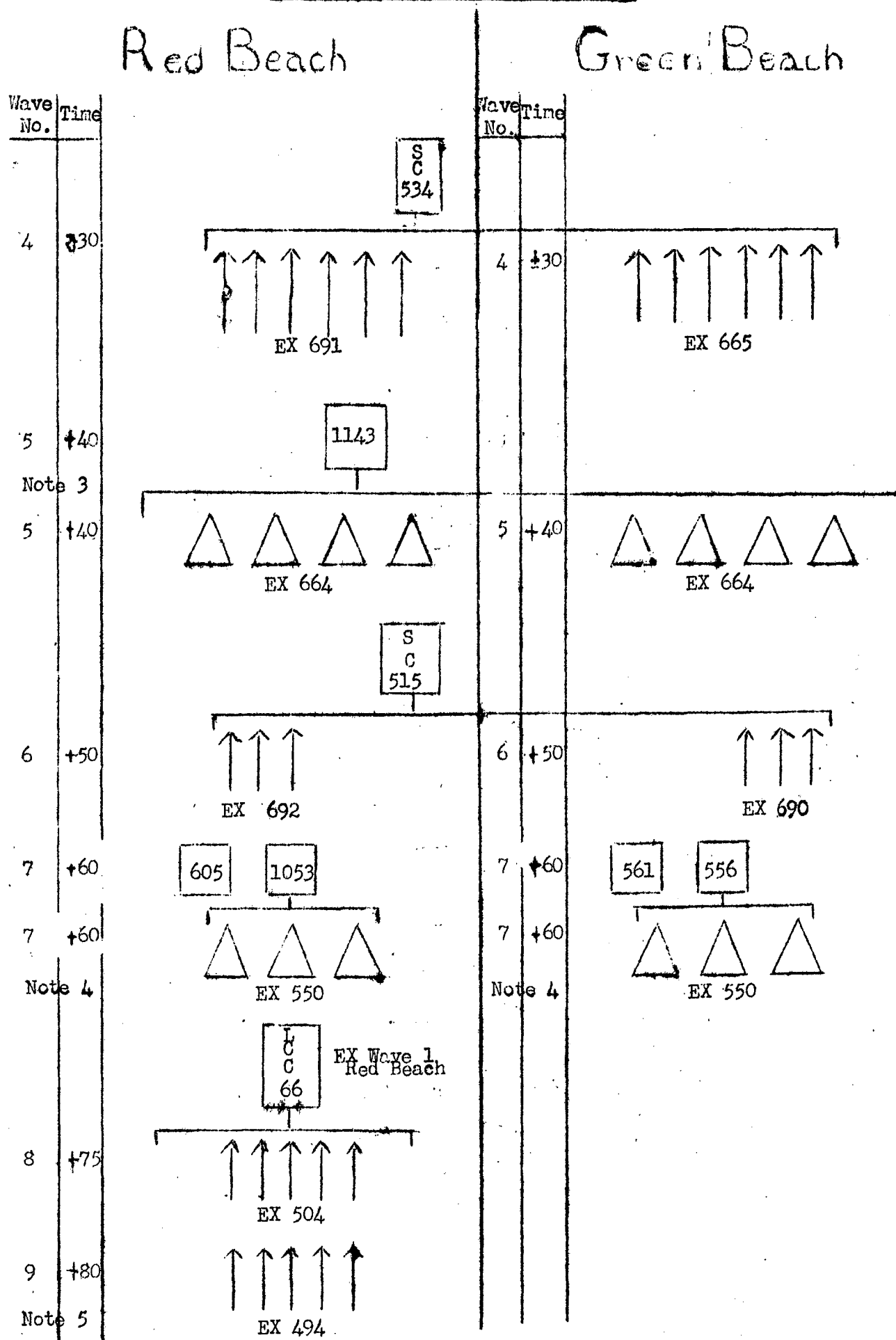
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
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NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

PART THREE - LANDING WAVE DIAGRAM



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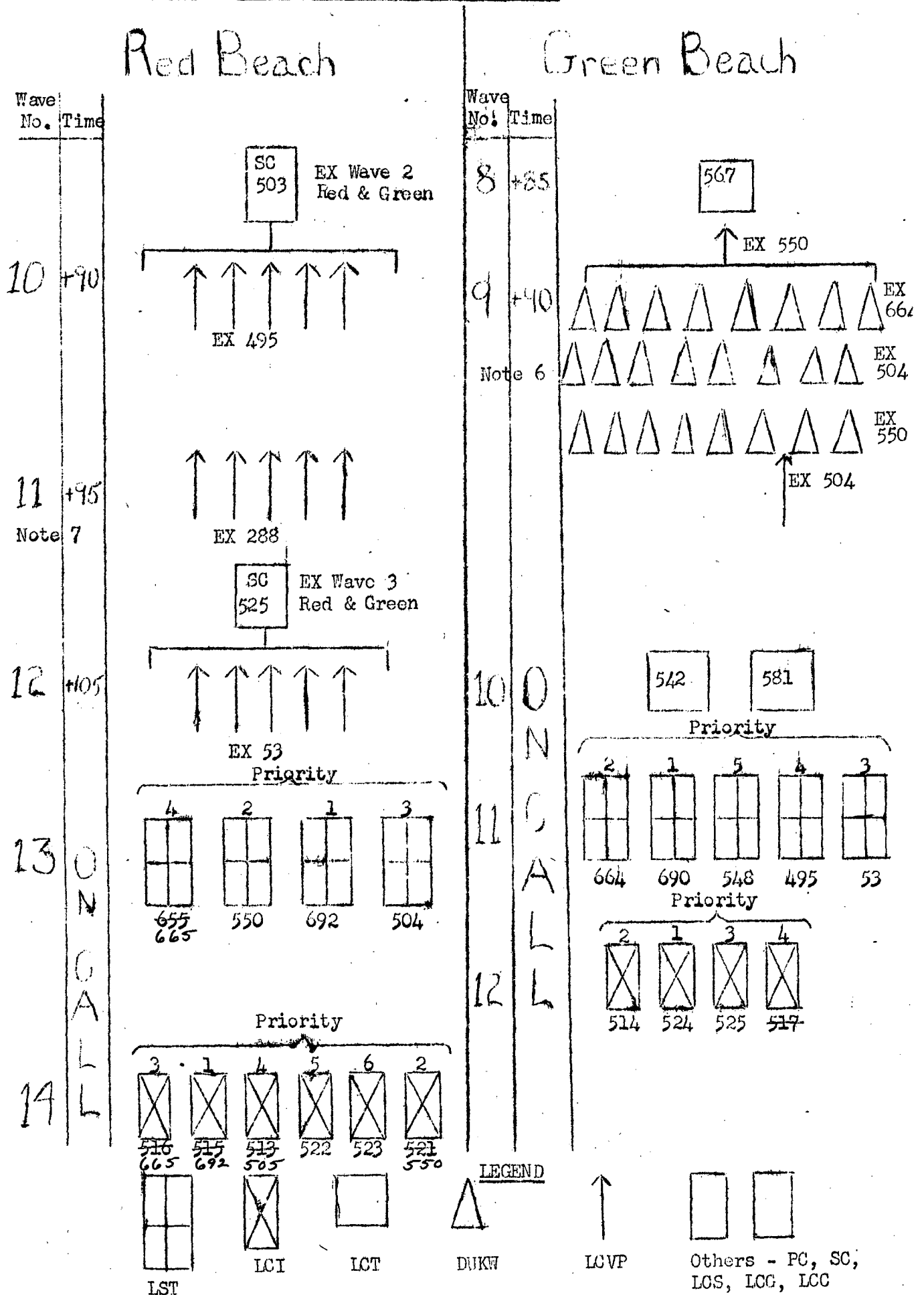
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
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NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

PART THREE - LANDING WAVE DIAGRAM RED-GREEN BEACHES



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DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
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27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

PART THREE - LANDING WAVE DIAGRAM - RED-GREEN BEACH

- NOTE 1: Preceed 1st Wave by 200 yards.
- NOTE 2: Follow 1800 yards behind 1st Wave. Wave 2 follow 400 yards behind LCTR's and close to 2000 yards behind 1st Wave after LCTR's have fired.
- NOTE 3: LCT's proceed in column formation. DUKW's for RED and GREEN BEACHES will follow LCT's in single column until within 1000 yards offshore when four trailing GREEN BEACH DUKW's sheer out to the right to land on GREEN BEACH. DUKW's beach in column.
- NOTE 4: DUKW's for each beach will follow their respective LCT leaders in single column.
- NOTE 5: Wave 9 will follow Wave 8 at distance of 200 yards to the One and one-half mile Reference Point when Wave 9 will slow to increase distance to 1000 yards.
- NOTE 6: DUKW's led by one LCVF will follow in double column 50 yards behind LCT of Wave 8. Second LCVF to bring up rear and lead stragglers. When LCT arrives 2000 yards off the beach it will increase speed to six knots so as to beach at H+ 85.
- NOTE 7: Wave 11 will follow Wave 10 at a distance of 200 yards to Point ABLE when Wave 11 will slow to increase distance to 1000 yards.

APPENDIX THREE TO ANNEX JIG
Landing Wave Analysis

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Serial: 0030(P)

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DEAN/13

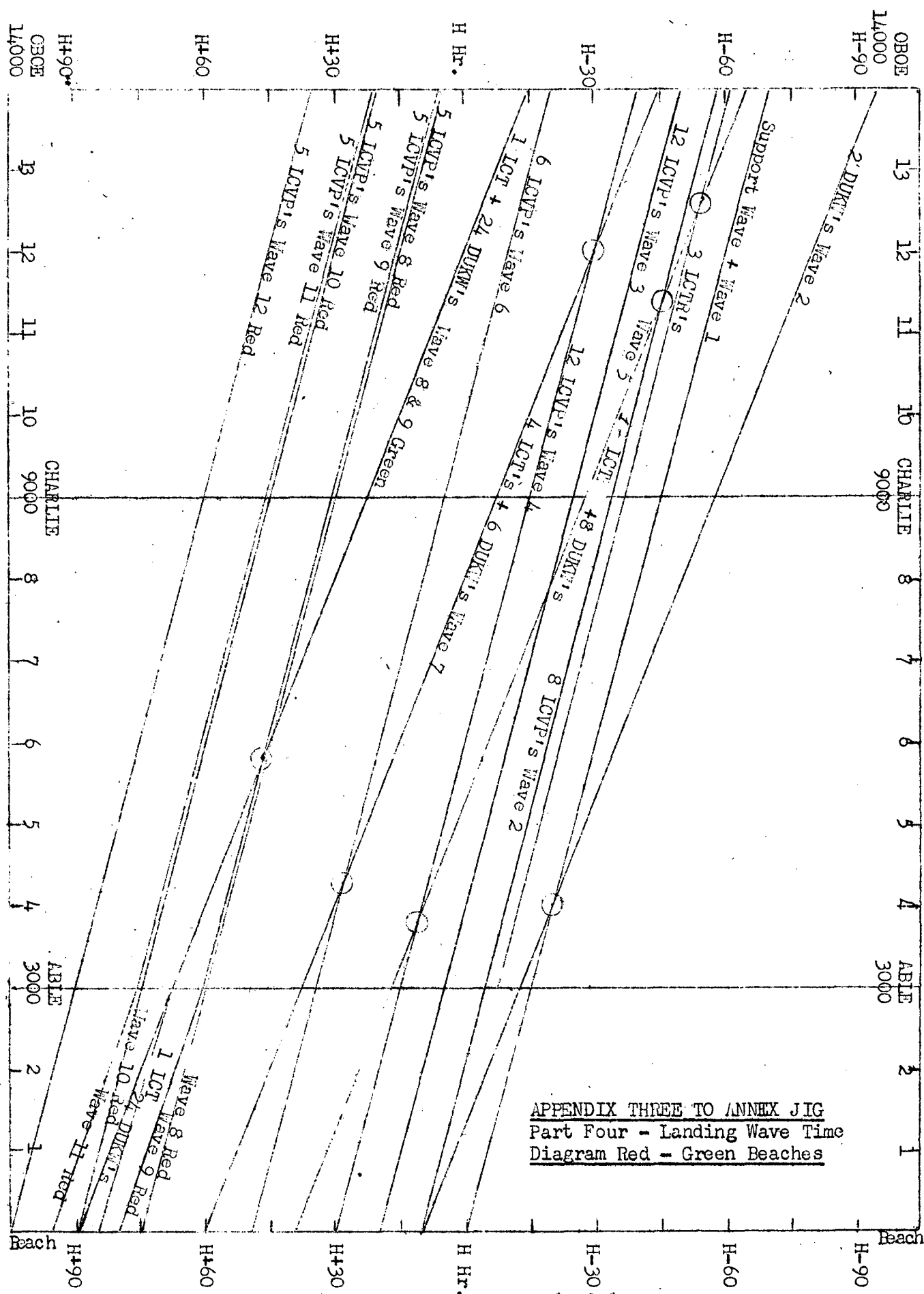
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Analysis
Red-Green Beaches

APPENDIX THREE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

PART FOUR - LANDING WAVE TIME DIAGRAM RED - GREEN BEACHES



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DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

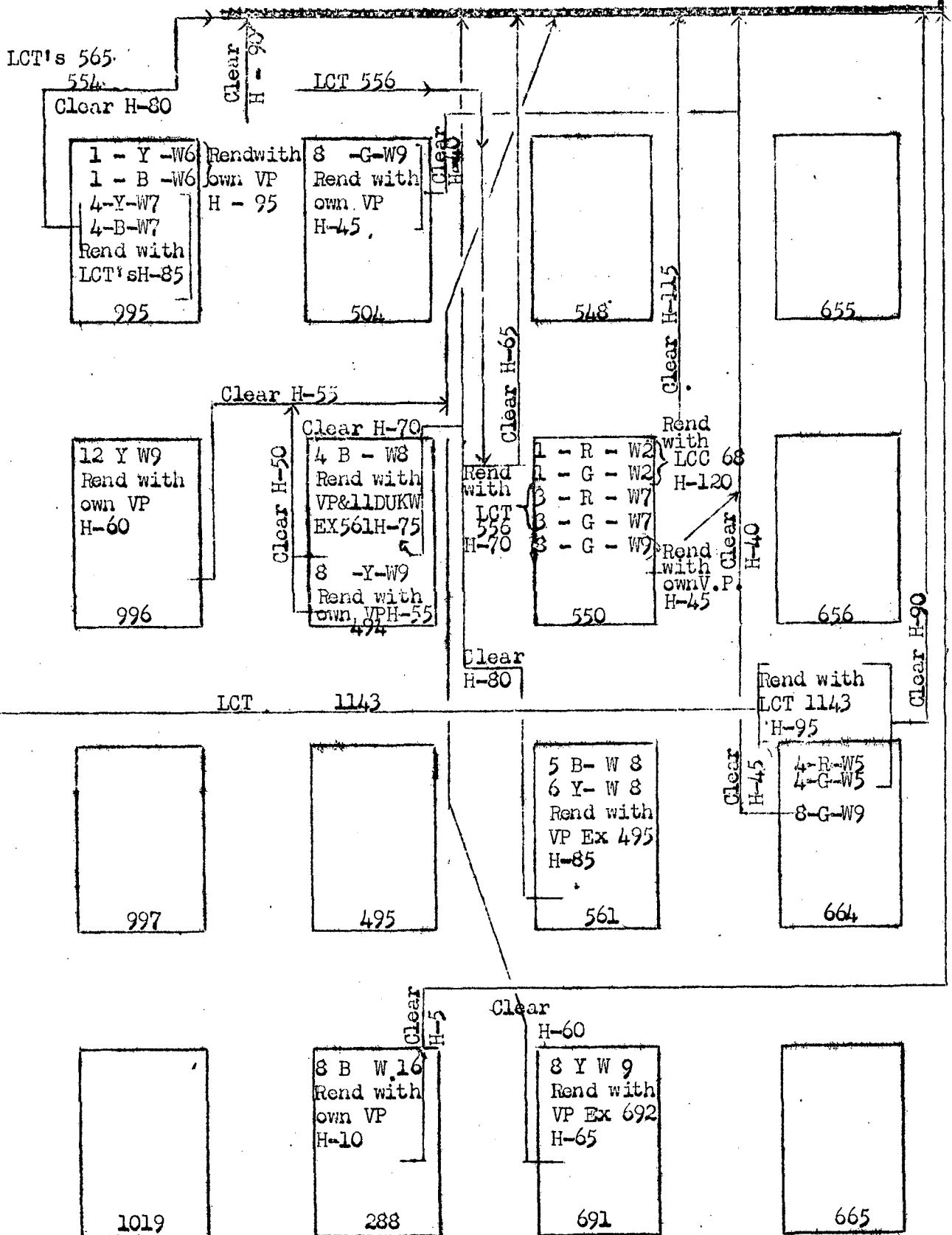
DUKW Rendezvous Diagram
All Beaches

APPENDIX FOUR TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

DUKW RENDEZVOUS DIAGRAM

Legend: Number indicates quantity of DUKW's; Letters R, G,
Y, B indicate beach over which DUKW's land, and W followed
by Number indicates wave in which DUKW's land. Example:
1-Y-W6 - 1 DUKW will land on Yellow Beach in Wave 6.

To
OBOE



DUKW's will rendezvous forward of ramp of LST from which they debark.

GrII/8thPhib/A16-3
Serial: 0030(P)

~~TOP SECRET~~
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DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE,

NAPLES, ITALY,
27 July 1944: 2000

DUKW Rendezvous Diagram
All Beaches

APPENDIX FOUR TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

RECAPITULATION OF DUKW RENDEZVOUS

LST 550

1. 2 DUKWs for 2nd Wave to Red and Green Beaches rendezvous with LCC 68 at H-120, Clear at H-115, and proceed to OBOE.
2. 6 DUKWs for 7th Wave to Red and Green Beaches rendezvous with LCT 556 at H-70, Clear at H-65 and proceed to OBOE.
3. 8 DUKWs for 9th Wave to Green Beach rendezvous with LCVP of LST 550 at H-45, pick up 8 DUKWs that came from LST 664, Clear at H-40, meet 1 LCVP and 8 DUKWs that came from LST 504, and proceed to OBOE.

LST 664

1. 8 DUKWs for 15th Wave to Red and Green Beaches rendezvous with LCT 1143 at H-95, Clear at H-90, and proceed to OBOE.
2. 8 DUKWs for 9th Wave to Green Beach rendezvous without guide, Clear at H-45, and proceed to LST 550. Meet 1 LCVP and 8 DUKWs at LST 550 and proceed as in Directive 3 for LST 550.

LST 504

1. 8 DUKWs for 9th Wave to Green Beach rendezvous with LCVP of LST 504 at H-45, Clear at H-40, meet 1 LCVP and 16 DUKWs coming from LST 550 and proceed to OBOE.

LST 995

1. 2 DUKWs for 6th Wave to Yellow and Blue Beaches rendezvous with 1 LCVP of LST 995 at H-95, Clear at H-90, and proceed to OBOE.
2. 8 DUKWs for 7th Wave to Yellow and Blue Beaches rendezvous with LCT's 554 and 565 at H-85, Clear at H-80, and proceed to OBOE.

LST 561

1. 11 DUKWs for 8th Wave to Yellow and Blue Beaches rendezvous with 1 LCVP from LST 495 at H-85, Clear at H-80, proceed to LST 494 and pick up 4 DUKWs for 8th Wave to Blue Beach, Clear at H-70 and proceed to OBOE.

LST 494

1. 4 DUKWs for 8th Wave to Blue Beach rendezvous without guide at H-75, meet 1 LCVP and 8 DUKWs from LST 561, and proceed as in Directive 1 to LST 561.
2. 8 DUKWs for 9th Wave to Yellow Beach rendezvous with 1 LCVP of LST 494 at H-55, meet 1 LCVP and 12 DUKWs from LST 996, meet 1 LCVP and 8 DUKWs from LST 691, Clear at H-50 and proceed to OBOE.

LST 691

1. 8 DUKWs for 9th Wave to Yellow Beach rendezvous with 1 LCVP from LST 692 at H-65, Clear at H-60, proceed to LST 494, meet 1 LCVP and 12 DUKWs from LST 996, 1 LCVP and 8 DUKWs from LST 494, Clear at H-50, and proceed to OBOE.

LST 996

1. 12 DUKWs for 9th Wave to Yellow Beach rendezvous with 1 LCVP of LST 996 at H-60, Clear at H-55, meet 1 LCVP and 8 DUKWs from LST 494, 1 LCVP and 8 DUKWs from LST 691, Clear at H-50, and proceed to OBOE.

LST 288

1. 8 DUKWs for 16th Wave to Blue Beach rendezvous with 1 LCVP of LST 288 at H-10, Clear at H-5, and proceed to OBOE.

APPENDIX FOUR TO ANNEX JIG
DUKW Rendezvous Recapitulation

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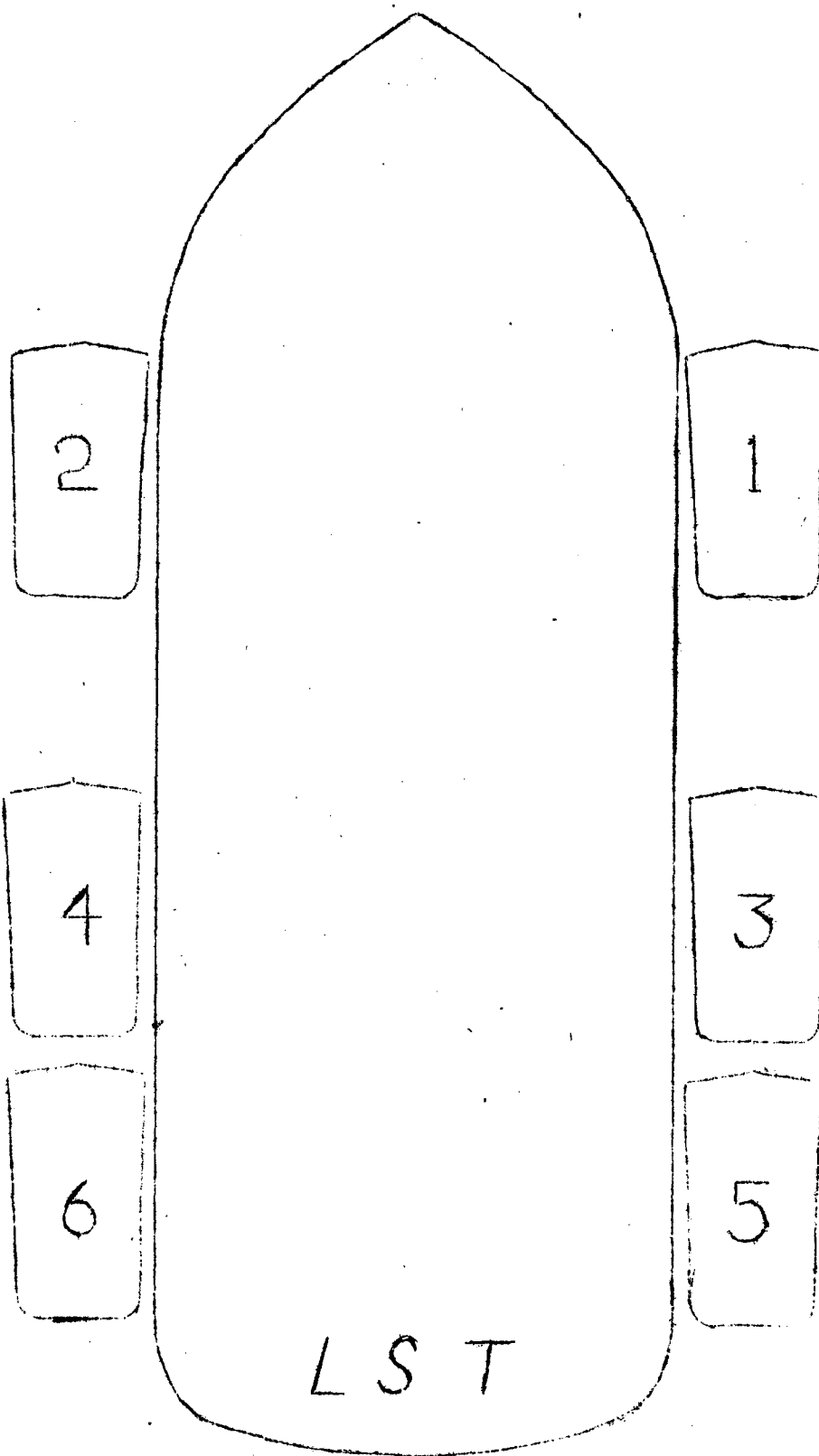
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

LCVP Numbering System
Red-Green Beaches

APPENDIX FIVE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PALN
NO. 3-44



Numbers represent Boat Numbers, Davit Numbers and Debarkation Station Number.

APPENDIX FIVE TO ANNEX JIG
LCVP Numbering System -Red-Green Beaches.

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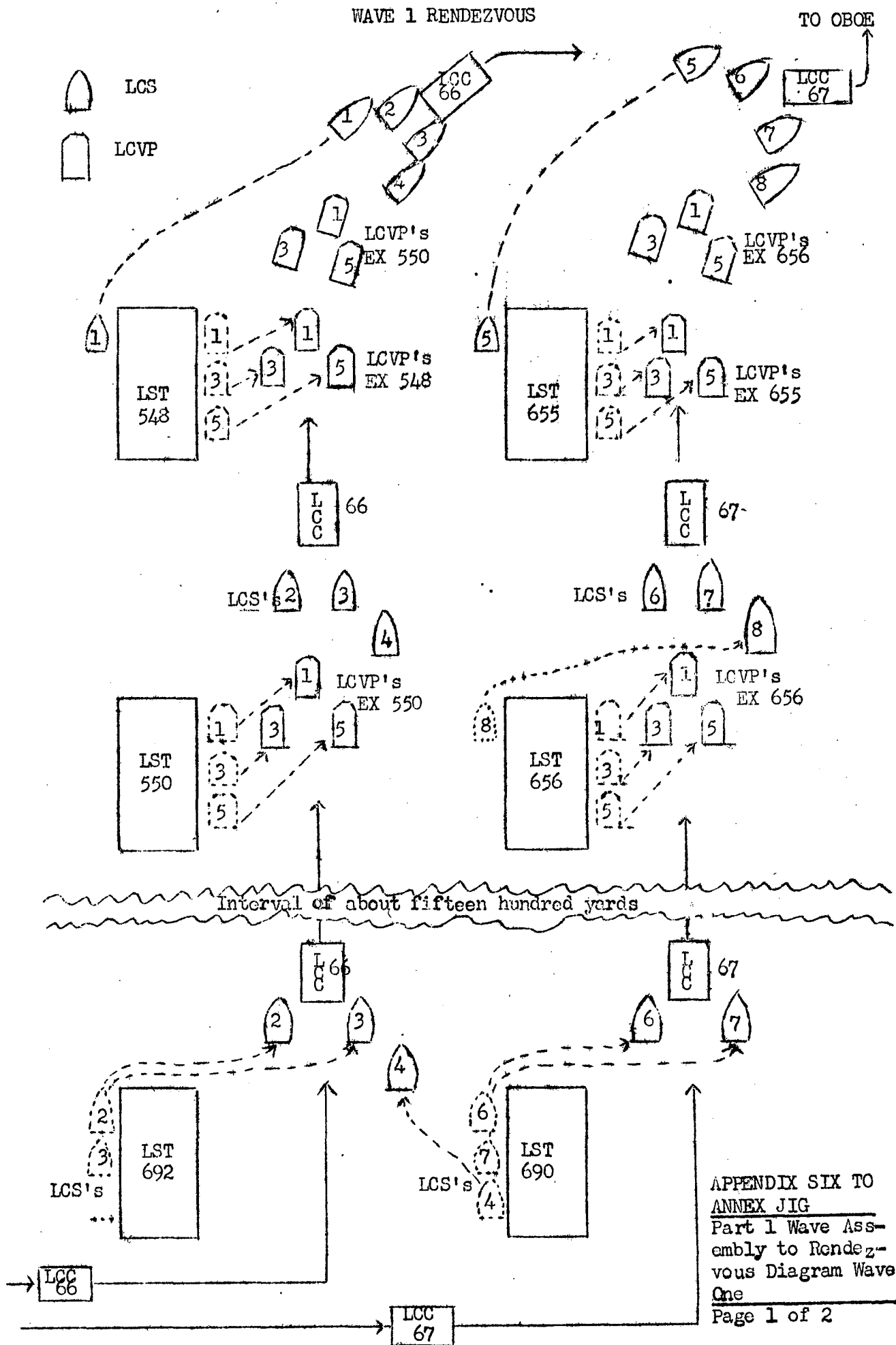
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Wave 1 Rendezvous Diagram
Red-Green Beaches
Part One Wave Assembly

APPENDIX SIX TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44



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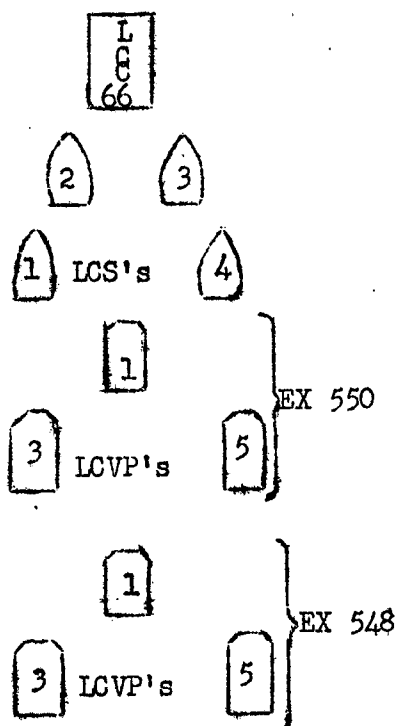
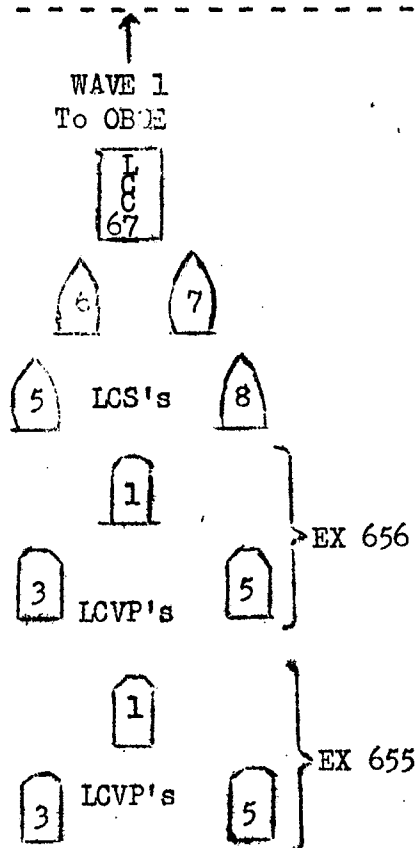
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY
27 July 1944: 2000

Wave 1 Rendezvous Diagram
Part Two - Procedure to OBOE
Red-Green Beaches

APPENDIX SIX TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44



APPENDIX SIX TO ANNEX JIG
Part Two - Procedure to OBOE

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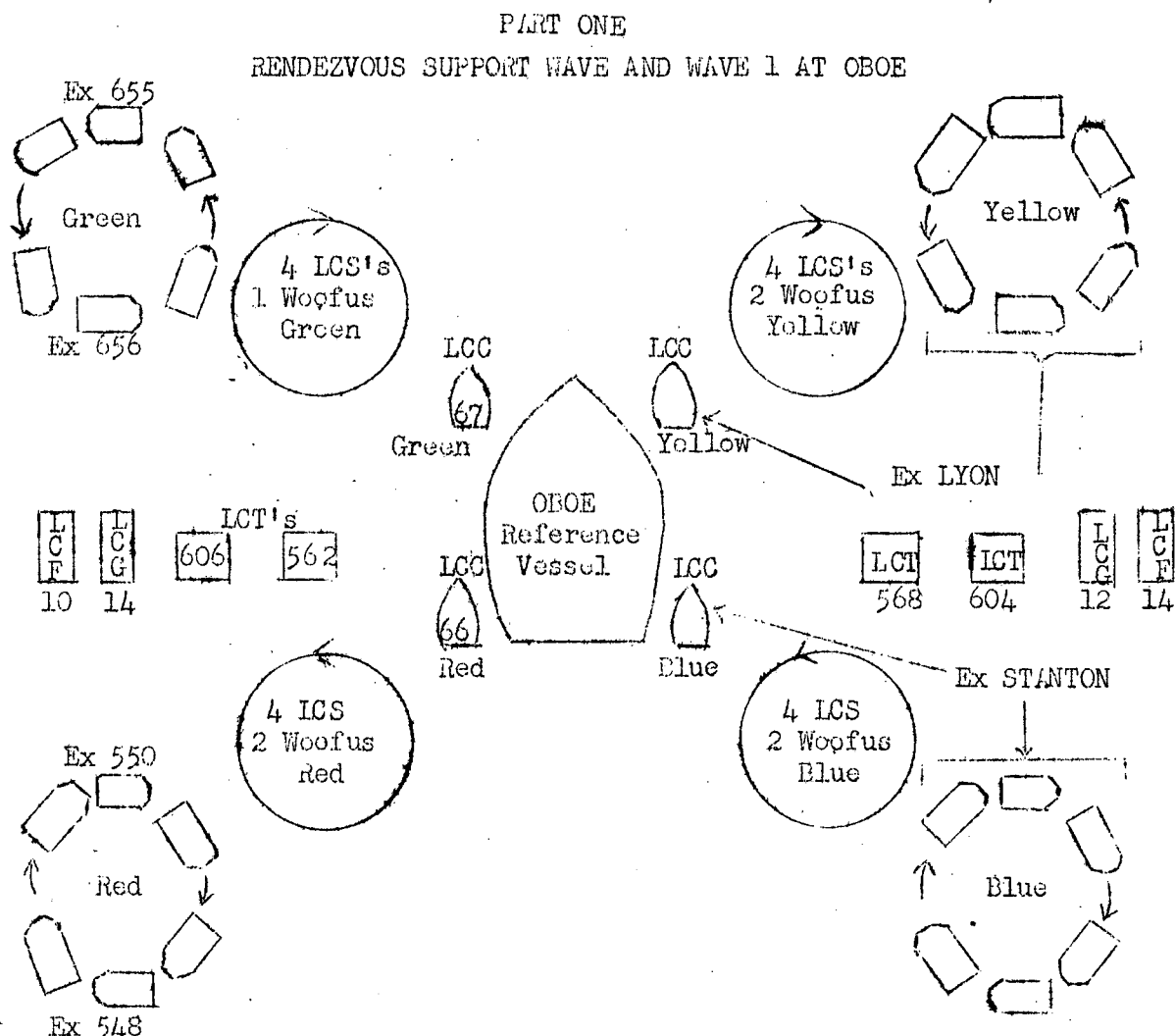
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
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U.S.S. DISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

Diagram-Support Wave & Wave One
All Beaches - Part 1 & 2

APPENDIX SEVEN TO ANNEX JIG TO COMMANDER TASK
FORCE EIGHTY-FIVE AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44



At point "ABLE" BEACH UNITS will take course to their respective beaches as indicated on APPENDIX TWO ANNEX JIG keeping same formation within each unit to 1500 yards from beach.

Part 1 & 2

APPENDIX SEVEN TO ANNEX JIG

GrII/8thPhib/A16-3
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

Dispatch and Landing Schedule
Red-Green Beaches

APPENDIX EIGHT TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

DISPATCH AND LANDING SCHEDULE
ARRANGED CRONOLOGICALLY IN THE ORDER OF LEAVING OBOE REFERENCE VESSEL

RED AND GREEN BEACHES

WAVE NO.	RED	GREEN	LEAVE OBOE	PASS CHARLIE	PASS ABLE	BEACH	SPEED
2	1 DUKW	1 DUKW	H - 95	H - 58	H - 13	H plus 10	4
1	4 LCS 2 WOOFUS	4 LCS) 1 WOOFUS)	H - 70	H - 45	H - 15	Does not beach	6
	1 ECG 1-LCF 6 LCVP's 2 LCT	6 LCVP's)				H Hour	
5	1 LCT 4 DUKWS	4 DUKWS	H - 65	H - 28	H plus 17	H plus 40	4
—	2 LCTR	1 LCTR	H - 61	H - 36	H - 6	Does not beach	
2	4 LCVP's	4 LCVP's	H - 59	H - 34	H - 4	H plus 10	6
3	6 LCVP's	6 LCVP's	H - 50	H - 25	H plus 5	H plus 20	6
7	2 LCT's 3 DUKW	2 LCT's 3 DUKW	H - 45	H - 8	H plus 37	H plus 60	4
4	6 LCVP's	6 LCVP's	H - 40	H - 15	H plus 15	H plus 30	6
6	3 LCVP's	3 LCVP's	H - 20	H plus 5	H plus 35	H plus 50	6
8		1 LCT	H - 15	H plus 22	H plus 67	H plus 85	4
9		24 DUKWS	H - 15	H plus 22	H plus 67	H plus 90	4
8	5 LCVP's		H plus 5	H plus 30	H plus 60	H plus 75	6
9	5 LCVP's		H plus 6	H plus 31	H plus 61	H plus 80	6
10	5 LCVP's		H plus 20	H plus 45	H plus 75	H plus 90	6
11	5 LCVP's		H plus 21	H plus 46	H plus 76	H plus 95	6
12	5 LCVP's		H plus 35	H plus 60	H plus 90	H plus 105	6

APPENDIX EIGHT TO ANNEX JIG
Dispatch and Landing Schedule
Red-Green Beaches

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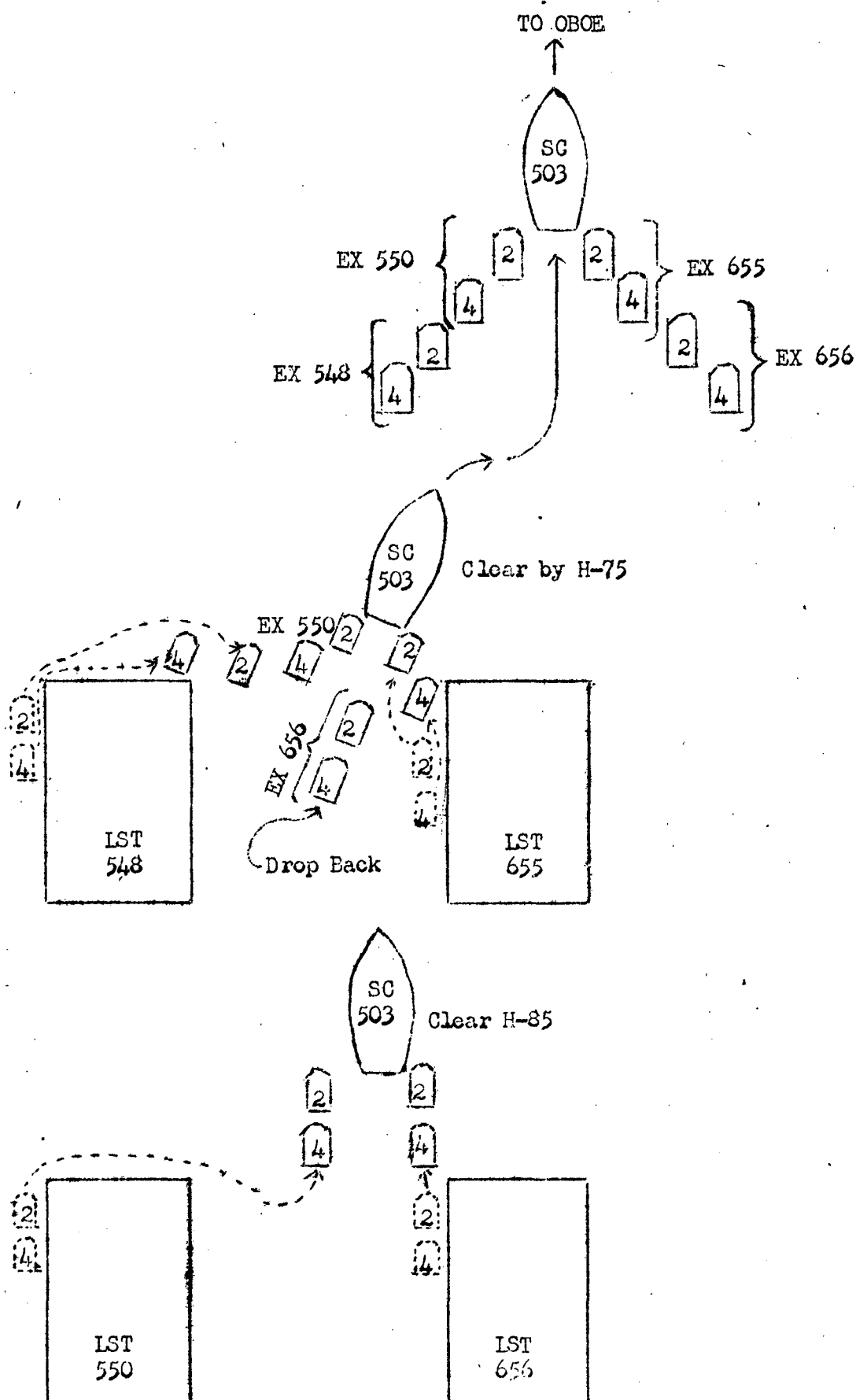
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TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Wave Assembly Diagram
Part 1 - Wave 2

APPENDIX NINE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO 3-44

RED AND GREEN BEACHES
RENDEZVOUS WAVE 2



APPENDIX NINE TO ANNEX JIG
Part 1 to Wave Assembly Diagram

GrII/8thPhib/A16-3
Serial: 0030(P)

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

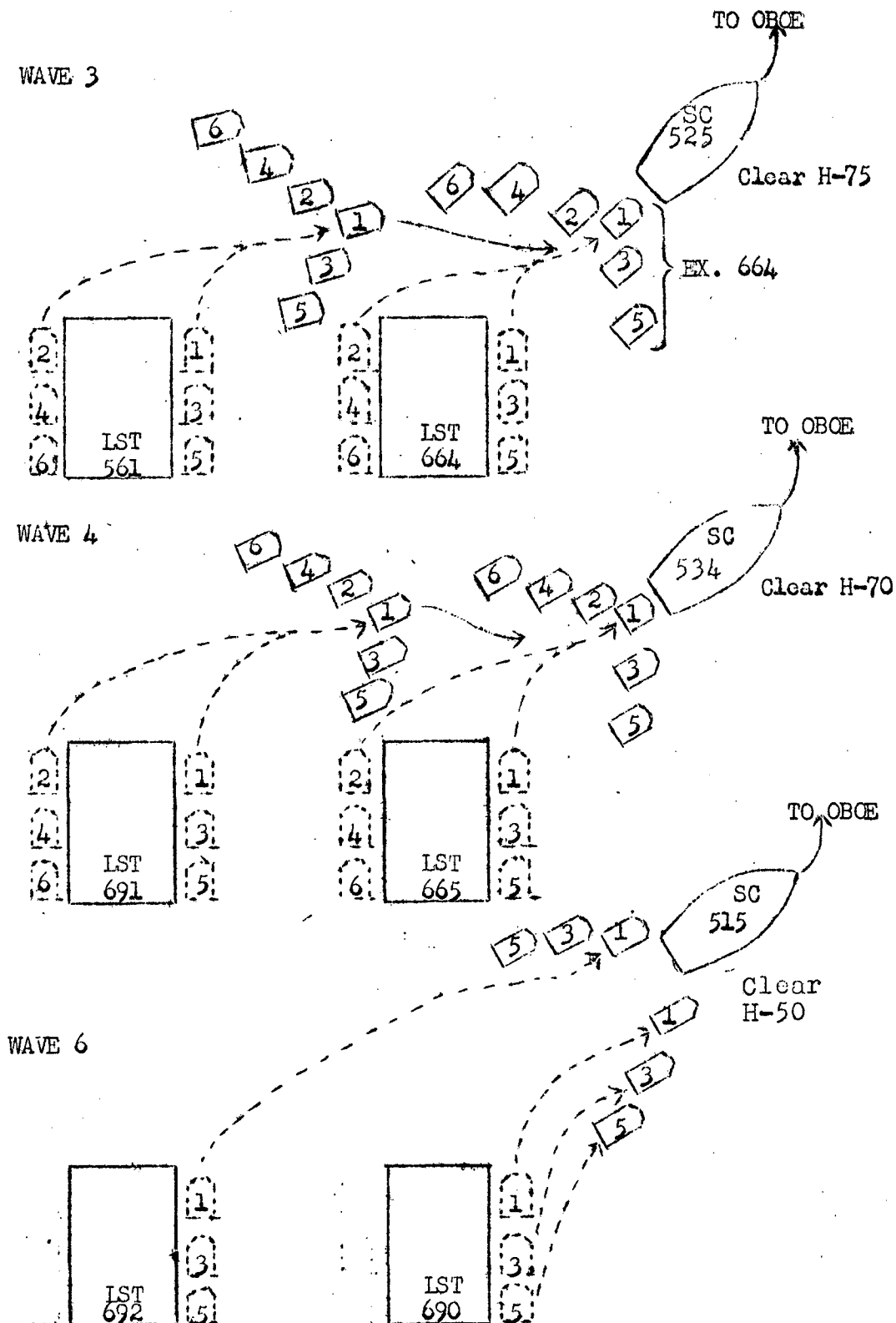
NAPLES, ITALY,
27 July 1944: 2000

APPENDIX NINE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN

NO. 3-44

Wave Assembly Diagram
Part 2 - Waves 3, 4, & 6

RED AND GREEN BEACHES
RENDEZVOUS DIAGRAM WAVES 3, 4, AND 6



In waves 3 & 4 LCVP's will follow control vessel in 2 Vee's,
in column, until after passing point ABLE.

APPENDIX NINE TO ANNEX JIG
Part 2 to Wave Assembly Diagram

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE.

Wave Assembly Diagram
Part 3- Red Beach Waves
8,9,10,11 and 12

APPENDIX NINE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

TO OBOE

EX 504

EX 494

WAVE 8

Clear H-15

LST 504

LST 543

LST 655

WAVE 9

Clear H-12

LST 494

Wave Commander of Wave 9
8 & 9 to CHARLIE reference
LCC 66 will meet waves 8 &
reference vessel and lead
Beach.

WAVES 10 &
Waves 10 & 11 will rendez
495 in the same manner. V
of wave 10 will lead wave
met by control vessel. S
waves 10 & 11 between OBO
reference vessels and lead
Beach.

Wave Commander of Wave 9 will lead wave 8 & 9 to CHARLIE reference vessel. LCC 66 will meet waves 8 & 9 at CHARLIE reference vessel and lead them to Red Beach.

WAVES 10 & 11

Waves 10 & 11 will rendezvous at LST 495 in the same manner. Wave Commander of wave 10 will lead waves 10 & 11 until met by control vessel. SC 503 will meet waves 10 & 11 between OBOE and CHARLIE reference vessels and lead them to Red Beach.

WAVE 12

Wave Commander wave 12 will load wave until met by Control vessel. SC 525 will meet wave 12 between OBOE and CHARLIE and load wave to Red Beach.

APPENDIX NINE TO ANNEX JIG
Part 3 to Wave Assembly Diagram

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

LCT and LCI Beaching Schedule
All Beaches

APPENDIX TEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY - FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

LCT and LCI BEACHING SCHEDULE

Craft No.	Wave No.	Beaching time	Beach
LCT 606 VI	1	H hour	Red
LCT 562 VI	1	H	Red
LCT 568 VI	1	H	Yellow
LCT 604 VI	1	H	Blue
LCT 566 VI	3	H plus 15	Blue
LCT 1142 VI	3	H plus 15	Yellow
LCT 1143 VI	5	H plus 40	Red
LCT 554 VI	7	H plus 50	Blue
LCT 565 VI	7	H plus 50	Yellow
LCT 556 VI	7	H plus 60	Green
LCT 561 VI	7	H plus 60	Green
LCT 605 VI	7	H plus 60	Red
LCT 1053 VI	7	H plus 60	Red
LCT 567 VI	8	H plus 85	Green
LCT 17 V	9	H plus 70	Blue
LCT 24 V	9	H plus 70	Blue
LCT 224 V	9	H plus 70	Blue
LCT 125 V	10	H plus 85	Blue
LCT 268 V	10	H plus 85	Blue
LCT 330 III	10	H plus 85	Blue
LCT 356 III	10	H plus 85	Blue
LCT 542 IV	10	On call	Green
LCT 581 IV	10	On call	Green
LCT 1047 VI	17	On call	Blue
LCT 563 VI	17	On call	Blue
LCT 357 III	17	On call	Blue
LCT 388 III	17	On call	Blue
LCT 446 III	-	On call	Beach 261
LCT 589 IV	-	On call	Beach 261
LCT 595 IV	-	On call	Beach 261
LCT 601 IV	-	On call	Beach 261
LCT 396 III	-	On call	Yellow
LCT 397 III	-	On call	Yellow
LCT 223 V	-	On call	Yellow
LCT 389 III	-	H plus 240	Blue
LCT 344 III	-	H plus 240	Blue
LCT 386 III	-	H plus 240	Blue
LCT 538 IV	-	On call	Yellow
LCT 614 IV	-	On call	Yellow
LCT 617 IV	-	On call	Yellow
LCT 540 IV	-		
LCT 702 IV	-		
LCI(L) 515	14	On call	Red
LCI(L) 521	14	On call	Red Listed in
LCI(L) 516	14	On call	Red order of
LCI(L) 513	14	On call	Red Beaching
LCI(L) 522	14	On call	Red Priority
LCI(L) 523	14	On call	Red
LCI(L) 952	-	Off load into LCVP's	Red

APPENDIX TEN TO ANNEX JIG
LCT and LCI Beaching Schedule
All Beaches

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

LCT and LCI Beaching Schedule
All Beaches

APPENDIX TEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

LCT and LCI BEACHING SCHEDULE

Craft No.	Wave No.	Beaching Time	Beach	
LCT(L) 524	14	On call	Green	Listed in order of Beaching Priority
LCT(L) 514	14	On call	Green	
LCT(L) 525	14	On call	Green	
LCT(L) 517	14	On call	Green	
LCT(L) 520	-	Off load into LCVP's	Green	
LCT(L) 945	-	On call	Yellow or as	
LCT(L) 946	-	On call	directed	
LCT(L) 554	-	On call	"	
LCT(L) 555	-	On call	"	
LCT(L) 948	-	On call	"	Listed in Order of Beaching Priority
LCT(L) 949	-	On call	"	
LCT(L) 557	-	On call	"	
LCT(L) 552	-	On call	"	
LCT(L) 551	-	On call	"	
LCT(L) 400	-	On call	"	
LCT(L) 409	-	On call	"	
LCT(L) 410	-	On call	"	
LCT(L) 527	-	On call	"	
LCT(L) 530	-	Off load into LCVP's	"	
LCT(L) 528	-	On call	Beach 261	Or as directed
LCT(L) 529	-	On call	Beach 261	
LCT(L) 2	-	On call	Beach 261	
LCT(L) 17	-	On call	Beach 261	
LCT(L) 46	-	On call	Beach 261	
LCT(L) 526	-	On call	Beach 261	
LCT(L) 563	-	On call	Beach 261	
LCT(L) 196	-	Off load into LCVP's	Beach 261	
LCT(L) 37				
LCT(L) 41				
LCT(L) 43				
LCT(L) 161				

APPENDIX TEN TO ANNEX JIG
LCT and LCI Beaching Schedule

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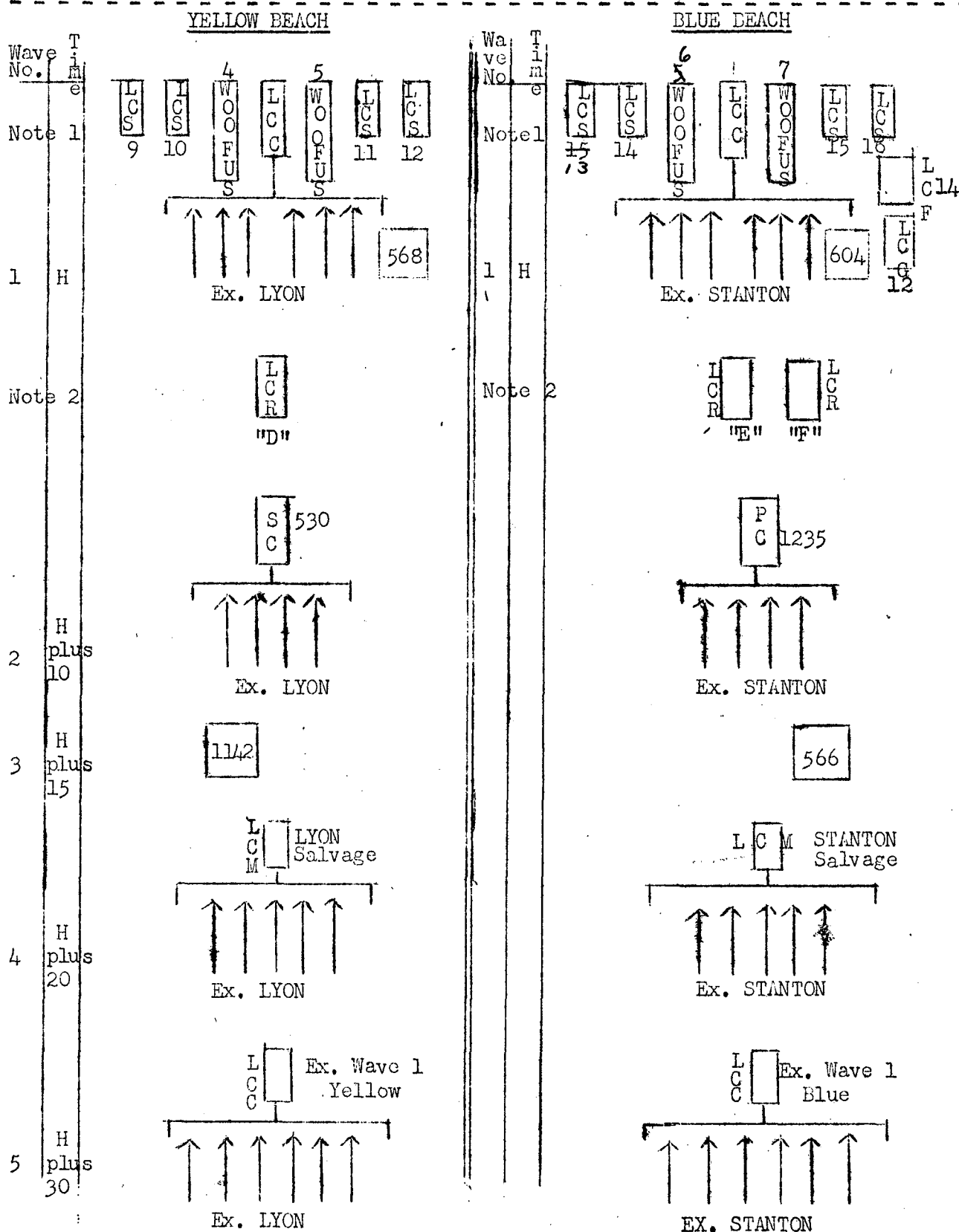
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Diagram
Yellow-Blue Beaches

APPENDIX ELEVEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44



LEGEND



LST



LCI



LCT



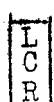
LCVP



DUKW



OTHERS



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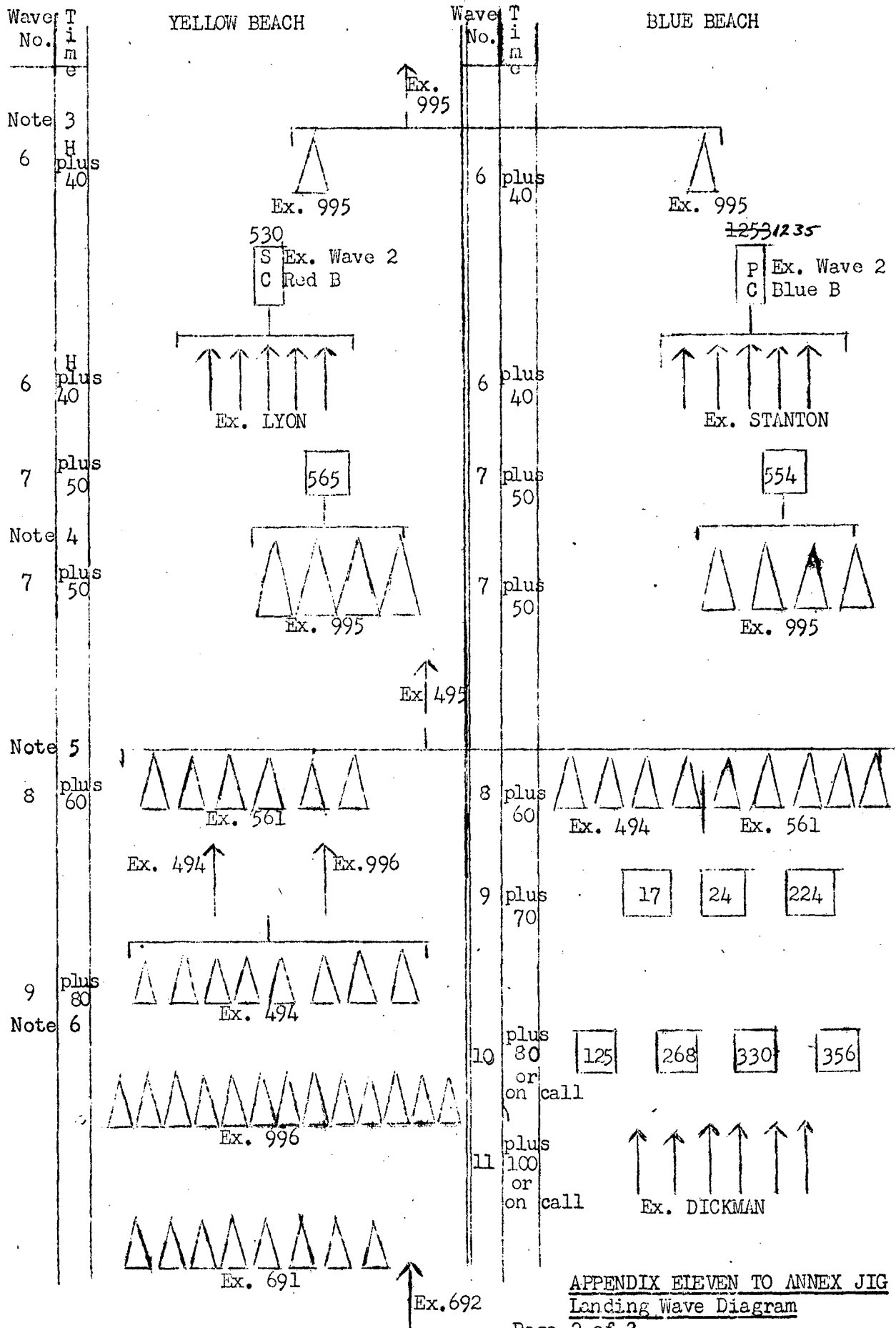
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY
27 July 1944: 2000

Landing Wave Diagram
Yellow-Blue Beaches

APPENDIX ELEVEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44



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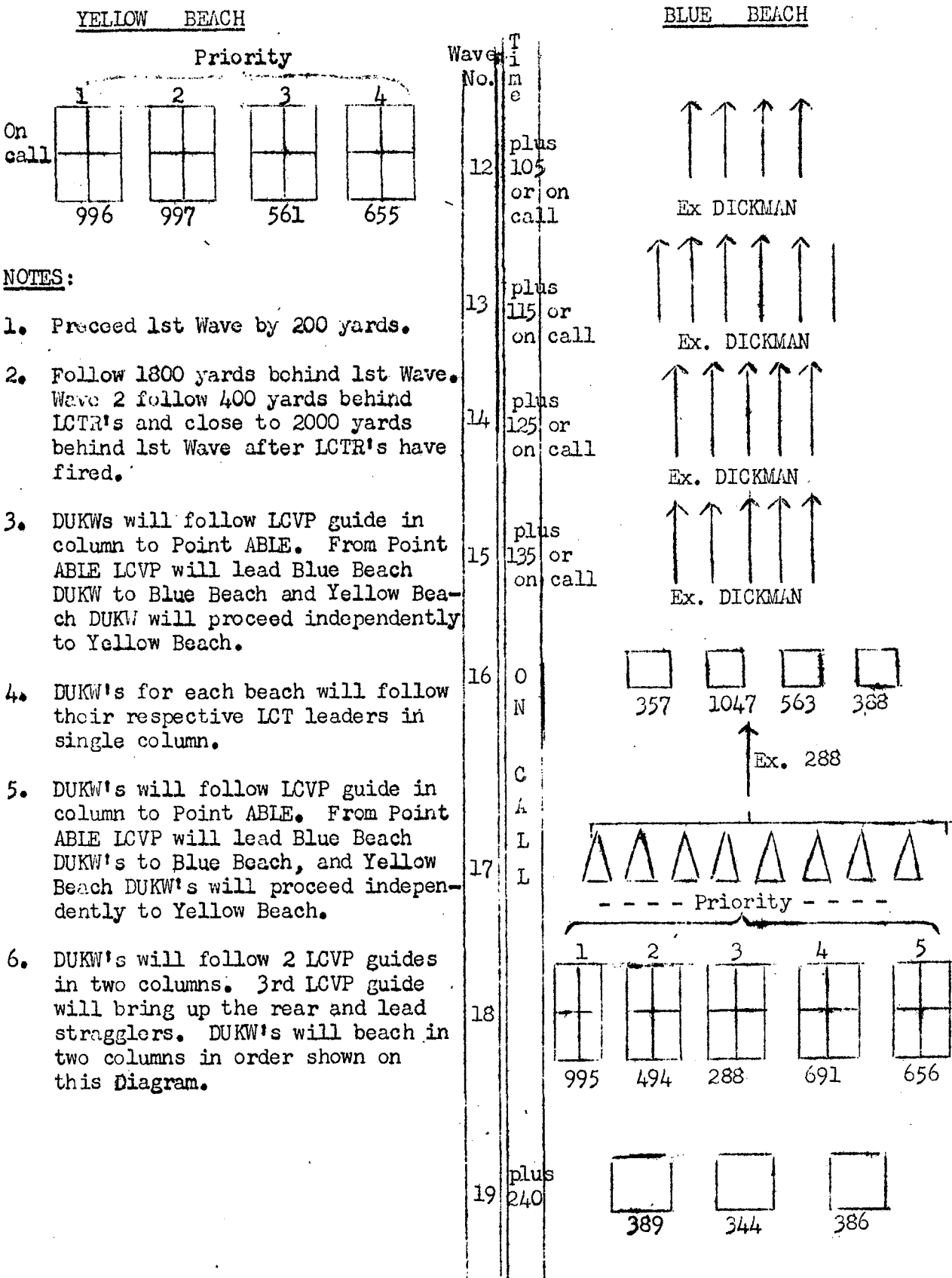
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

Landing Wave Diagram
Yellow-Blue Beaches

APPENDIX ELEVEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44



GrII/8thPhib/A16-3

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Dispatch and Landing Schedule

Yellow-Blue Beach

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,

27 July 1944: 2000

APPENDIX TWELVE TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

DISPATCH AND LANDING SCHEDULE - YELLOW AND BLUE BEACHES
Listed cronologically in order of leaving OBOE

WAVE NO.	YELLOW	BLUE	LEAVE HOURS-- VOUS AREA	LEAVE OBOE	PASS CHARLIE	PASS ABIE	BEACH	SPEED
1	4 LCS 2 WOOFUS	4 LCS 2 WOOFUS 1 LCG 1 LCF	H-105 Rendezvous at OBOE				Does Not Beach	6
	6 LCVP LCT 568	6 LCVP LCT 604	H-105	H-70	H-45	H-15	H Hour	6
6	1 DUKW	1 DUKW	-	H-65	H-28	H+17	H+40	4
-	1 LCTR	2 LCTR	-	H-61	H-36	H-6	Does not Beach	6
2	4 LCVP	4 LCVP	H-94	H-59	H-34	H-4	H+10	6
3	2 LCT's 1142 568	2 LCT's 604 566	-	H-55	H-30	H Hour	H+15	6
7	1 LCT 565 4 DUKWs	1 LCT) 554) 4 DUKWs)	-	H-55	H-18	H+27	H+50	4
4	5 LCVP's	5 LCVP's	H-85	H-50	H-25	H+5	H+20	6
8	6 DUKWs	9 DUKWs	-	H-45	H-8	H+37	H+60	4
5	5 LCVP's	5 LCVP's	H-75	H-40	H-15	H+15	H+30	6
6	5 LCVP's	5 LCVP's	H-65	H-30	H-5	H+25	H+40	6
9	28 DUKWs			H-25	H+12	H+57	H+80	4
9		3 LCT's	-	H Hour	H+25	H+55	H+70	6
10		4 LCT's	-	H+10	H+35	H+65	H+80	6
11		6 LCVP's	H-5	H+30	H+55	H+85	H+100	6
12		4 LCVP's	H Hour	H+35	H+60	H+90	H+105	6
16		8 DUKWs	-	H+35	H+72	H+117	H+140	4
13		6 LCVP's	H+10	H+45	H+70	H+100	H+115	6
14		5 LCVP's	H+20	H+55	H+80	H+110	H+125	6
15		5 LCVP's	H+30	H+65	H+90	H+120	H+135	6
17		4 LCT's					On Call	

APPENDIX TWELVE TO ANNEX JIG
Dispatch and Landing Schedule

GrII/8thPhib/A16-3
Serial: 0030(P)

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Demolition Plan

APPENDIX THIRTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION

- (a) 85.4.5 Red Beach Demolition Units.
- (b) 85.5.6 Green Beach Demolition Units.
- (c) 85.6.7 Yellow Beach Demolition Units.
- (d) 85.7.7 Blue Beach Demolition Units.

1. (a) Information.

- (1) For information on beach locations and descriptions see Annex ABLE, Part A, Section V. The only sandbars which will hinder amphibious landings are present off Red and Green Beaches. The outer bar is located approximately 200 yards from the beaches over which there is 8 to 10 feet of water. The inner bar is located 50 - 75 yards off the beaches and is cusp-shaped in appearance. Where the bar is 50 yards off shore there appears to be 2 feet of water, and at 75 yards, four feet of water is indicated.

A sea wall which appears to have been converted to an anti-tank wall extends the length of Red and Green Beaches approximately 75 to 100 yards from the water's edge in the middle, gradually sloping down to within 30 to 50 yards of the water at the left flank of Red Beach and the right flank of Green Beach. Heavy barbed wire extends the length of all beaches

Red and Green Beaches appear to be entirely covered with beach mines, however no beach mines are apparent on Yellow or Blue Beaches.

Red and Green Beaches are well covered by fire from machine guns and pillboxes located on and a short distance off the beach.

Although no pillboxes or machine guns have appeared on Yellow Beach, they are observed just beyond either flank and can probably cover most of the beach with their fields of fire.

Blue Beach can be covered by fire from a pillbox located 500 yards beyond the right flank of the beach.

Current intelligence indicates no underwater obstacles at present on any beaches assigned to the DELTA Attack Force. Information in this matter will be disseminated when received.

2. This Group will:

- (a) Destroy underwater and beach obstructions at the assigned beaches, in order to clear channels for the landing of assault boat waves.
- (b) Cooperate, after completion of the assault phase, with the Beach Group Commander in the elimination of underwater and beach obstructions, in order to facilitate the continued landing of troops and supplies.
- (c) Move to Beach 261 on call and cooperate with the Beach Group Commander there established in the elimination of underwater and beach obstructions in order to provide a satisfactory maintenance beach.

APPENDIX THIRTEEN TO ANNEX JIG
Demolition Plan

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Demolition Plan

APPENDIX THIRTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

3. (a) Red, Green, Yellow and Blue Beach Demolition Units

Immediately upon arrival of British LCT(4)s each carrying two fifty-foot lengths of Reddy Foxes in the LCT Transport Area No. 1, launch Reddy Foxes alongside and be prepared to pass to NCD Units when called for.

Five NCDU LCVPs with NCD Units disembarked from DICKMAN will leave Transport Area No. 2 at H-120, proceed to Landing Craft Transport Area No. 1 pick up and place in tow four Reddy Foxes each, obtained from British LCT(4)s. With Reddy Foxes in tow they will proceed down the left hand flank of boat lane, keeping clear of all waves and lie-to off Point "ABLE" awaiting call by NCDU Commander after inspection by scouts of the breaching obtained by the Apex Units. These Units will be directed as required to Red, Green, Yellow and Blue Beach by the NCDU Commander. Three NCDU LCVPs from BARNETT and two from DICKMAN with Woofus boat crews embarked will leave Transport Area No. 2 in time to arrive at "OBOE" at H plus 30 where they will await arrival of Woofus boats at H plus 70 and at that time exchange crews with Woofus's, placing on the Woofus's regular LCM's crews in exchange for trained NCD Units who have been operating the Woofus's. In case the NCD Units are called for between H plus 30 and H plus 70 by the Beach Group Commander these five LCVPs will proceed down the right flank of the main boat lane and effect the interchange of crews upon meeting the returning Woofus's. In case no call from the Beach Group Commander has been received by H plus 80 these five LCVPs will proceed to the beaches. Two Units each go to Yellow and Blue Beach and one unit to Red-Green Beach.

The six Apex Units, each unit consisting of one male and three females, will proceed as follows:

- a. Three units each embarked on ARCTURUS and PROCYON will be off-loaded immediately upon arrival in Transport Area No. 2.
- b. The three units from the PROCYON underguide of an LCM(3) assigned by PROCYON will proceed to Point "ABLE" at which point the male drone will remove the crews from their female drone number one. The crews from the second and third females will be removed in accordance with the time schedule, Enclosure (A). The male drones will control the female drones and guide them to detonate on seventy foot centers with the middle unit's target the junction of Red-Green Beach. The other two units will detonate on each flank. A breach in the obstacles of 210 yards is expected. The formation prescribed is shown in Diagram 1. The LCM(3) guide will escort Apex Unit to point "ABLE". Upon reaching this point the guide will return via outboard boat lanes to their parent ship.
- c. The three units from the ARCTURUS under guide of an LCM assigned by the ARCTURUS will proceed in a similar manner. Two Apex Units will detonate on the southern half of Yellow Beach and one unit on the center of Blue Beach. Detailed time schedule Enclosure (A) and Formation Diagram 2 attached.
- d. Female No.1 of Apex Unit No. 1 and female No. 1 of Apex Unit No. 3 will drop red buoys by radio control 100 yards from the shore line to markbreached channel. Similarly female No. 1 of Apex Unit No. 6 and female No. 3 of Apex Unit No. 2 for Yellow. In the same manner female No. 1 and No. 3 of Apex Unit No. 4 for Blue Beach.

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Demolition Plan

APPENDIX THIRTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

- e. The Scouts, Lieutenant(jg) Noel, USNR, and Lieutenant Culver, USNR, will embark from "CHARLIE" Reference Vessel and proceed in two pontoon boats ahead of the first wave, one with male drone boat in Apex Unit No. 1 and one with the male drone of Apex Unit No. 4. After the male drones have detonated the last female drone of the beaches at H-18 the Scout will make a reconnaissance to ascertain if the breaching has been successful and the troops can land. The Scouts must clear the Area by H-8. Immediately, when the scout ascertains the true conditions on the Beaches, he must by radio make a signal to the Wave Commanders and OTC in plain language whether or not the waves can land. If the wave cannot land, the Waves Commanders must circle their waves in place and await instructions.
- f. In case the beaches are reported impassable, 8 sections (175 ft.) of pontoon causeways will be brought in tow of 2 LCM's each assigned by Commander Transports and rammed on the beaches. Two sections will be rammed on each beach and these sections will be used as docks to unload the assault troops.

Commander Transports will ensure that two LCM's arrive at each pontoon carrier by H-90 prepared to take the starboard pontoon section in tow. One LCM to be placed on each side of each section and near its off-shore and so that the section can be maneuvered and used as a battering ram to gain access to the shore.

It is intended to make a thorough reconnaissance of the beaches prior to arrival in the Transport Areas and if no obstacles are found orders will be issued to cancel that part of this APPENDIX which refers to the sending in of female drones.

In this case the female drones will lie to, 2000 yards off Transport Area No. 2 and await call to be hoisted on board parent ship at first opportunity for return to port of embarkation. The parent ship will supply sufficient boat crews to handle this assignment in order that the NCD Units may go in with the male drones to rendezvous at "OBOE" at the required time.

Male drones and special LCVP's will be numbered as follows:

Male drones one to six inclusive. Special LCVP's seven to sixteen inclusive. Male drones one, three and five will be lifted in the ~~ARCTURUS~~ ^{PROCYON}, and two, four and six in the ~~PROCYON~~ ^{ARCTURUS}. NCDU LCVP seven to thirteen inclusive will be in the DICKMAN and fourteen to sixteen in the BARNETT.

4. (a) The Demolition Group will be carried on board APA's and AKA's as follows:

<u>SHIP</u>	<u>BEACH</u>	<u>OFFICERS</u>	<u>MEN</u>	<u>BOATS</u>
DICKMAN	Red & Green	5	73	7 LCVPs
BARNETT	Yellow & Blue	4	32	3 LCVPs
PROCYON ^{ARCTURUS}	Red & Green	3	42	3 Males & 9 Females
ARCTURUS ^{PROCYON}	Yellow & Blue	3	42	3 Males & 9 Females

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~~TOP SECRET~~
~~BIG T-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
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Demolition Plan

APPENDIX THIRTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (b) Female drones will be loaded with 8000 pounds of explosives. All male drones and special NCD Unit LCVPs will carry 6000 pounds for hand placed charge demolitions on the beach.
- (c) A total of 1000 feet of Reddy Fox will be carried on ten British LCT(4)'s. Each LCT carrying two fifty-foot lengths.
- (d) All drones, male and female, will operate under "Drone 2" Control.
- (e) The following frequencies are assigned:

APEX Unit Number 1	- - - - -	32.06 mc	Code letter "G"
APEX Unit Number 2	- - - - -	34.54 mc	Code letter "X"
APEX Unit Number 3	- - - - -	36.08 mc	Code letter "S"
APEX Unit Number 4	- - - - -	38.06 mc	Code letter "D"
APEX Unit Number 5	- - - - -	38.94 mc	Code letter "J"
APEX Unit Number 6	- - - - -	40.78 mc	Code letter "V"

ENCLOSURE (A)

DETAILED TIME SCHEDULE

BOAT	LEAVE TRANSPORT	PASS OBOE	PASS CHARLIE	ARRIVE ABLE	ARRIVE 1000 YARD POINT AFTER PICKING UP FEMALE CREWS WITH MALE DRONES		DETONATE
Female No.1	H-134	H-104	H-79	H-59	H-47		H-37
Female No.2	H-134	h-104	H-79	H-49	H-39		H-26
Female No.3	H-134	H-104	H-79	H-37	H-25		H-18
Male No.1	H-134	H-104	H-79	H-59	- -		- -

Note: This time schedule holds for all Apex Units.

~~TOP SECRET~~
~~BIG-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY
27 July, 1944

Demolition Plan

ENCLOSURE (A) TO APPENDIX THIRTEEN TO ANNEX JIG TO
COMMANDER TASK FORCE EIGHTY-FIVE and DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44

DIAGRAM NO. 1

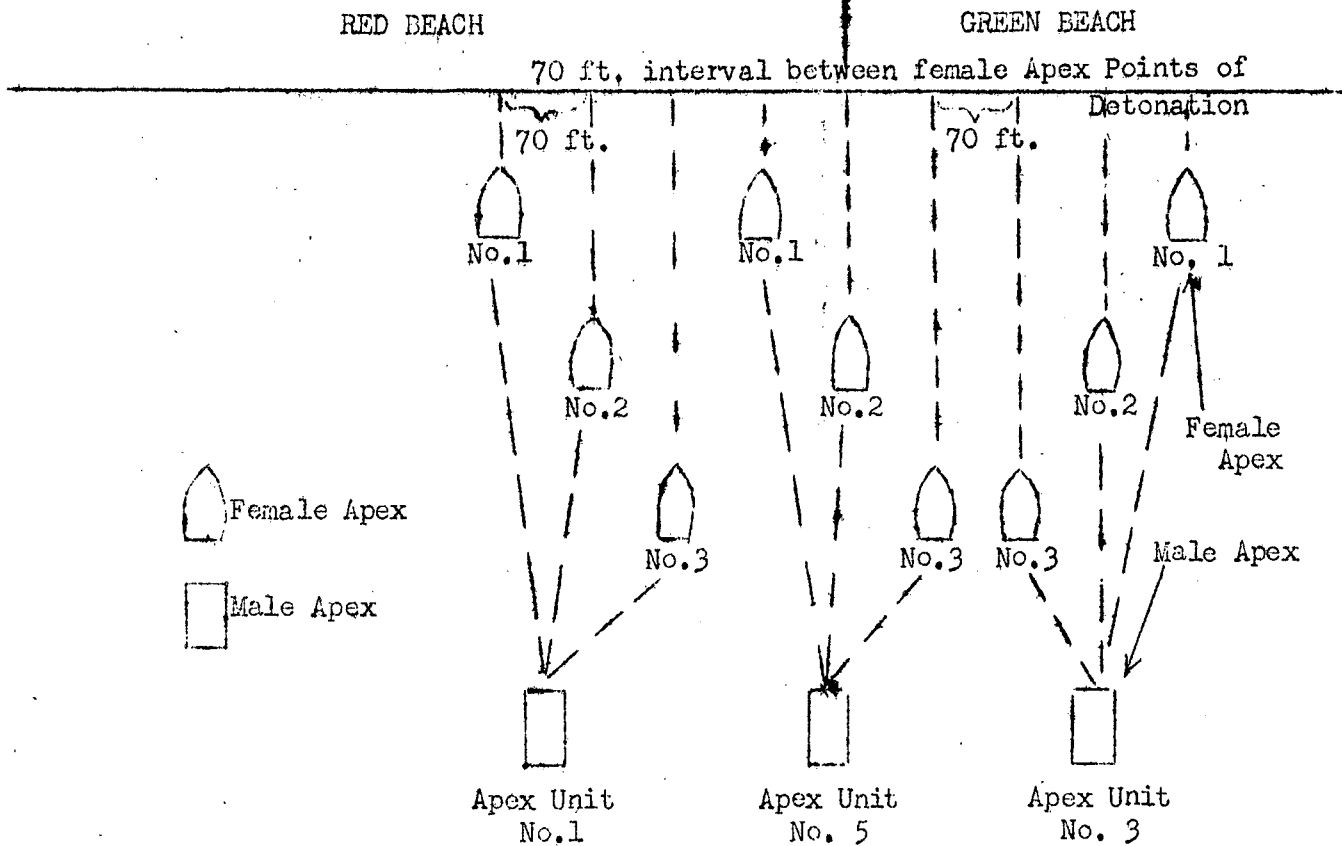
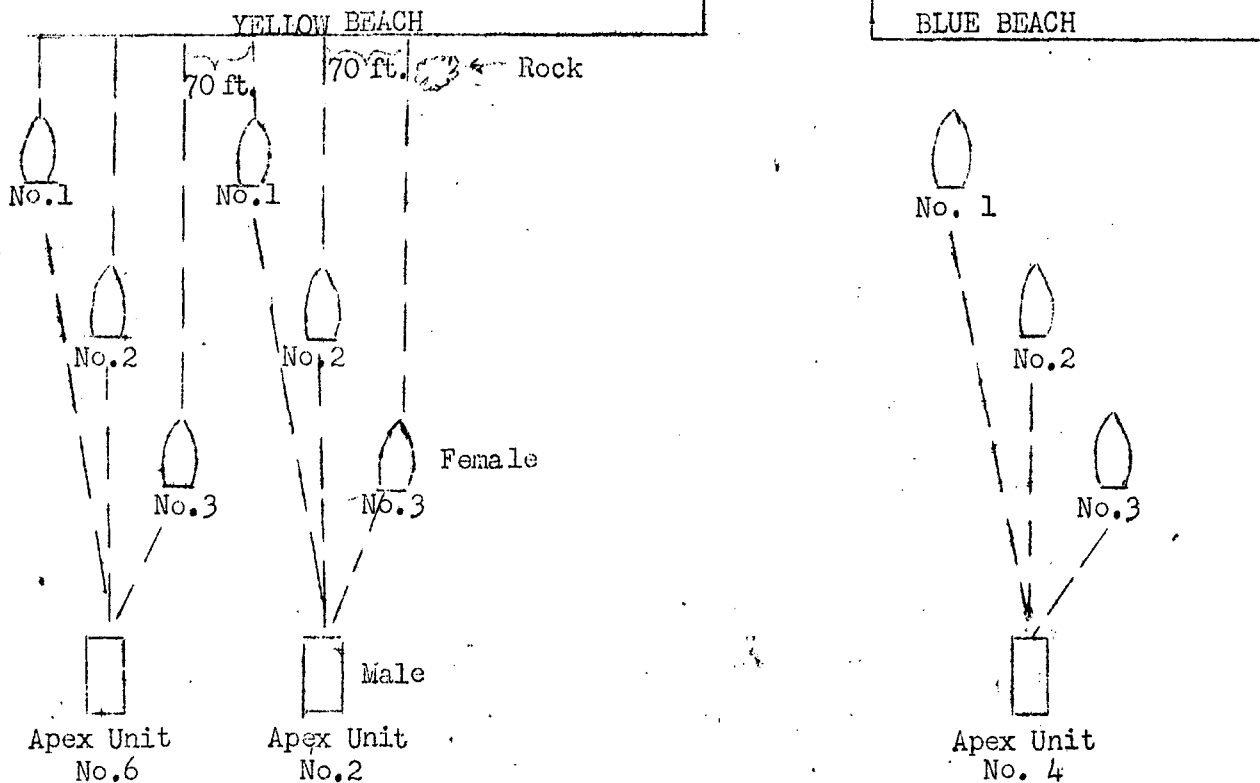


DIAGRAM NO. 2



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~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ROCKET AND WAVE SUPPORT PLAN

APPENDIX FOURTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

TASK ORGANIZATION

(a) RED BEACH WAVE SUPPORT UNIT

LCC 66
LCS 1, 2, 3, 4
WOOFUS 1, 2
LCT(R) "A", "B"
LCG 14
LCF 10

(b) GREEN BEACH WAVE SUPPORT UNIT

LCC 67
LCS 5, 6, 7, 8
WOOFUS 3
LCT(R) "C"

(c) YELLOW BEACH WAVE SUPPORT UNIT

LCC 01
LCS 9, 10, 11, 12
WOOFUS 4, 5
LCT(R) "D"

(d) BLUE BEACH WAVE SUPPORT UNIT

LCC 99
LCS 13, 14, 15, 16
WOOFUS 6, 7
LCT(R) "E", "F"
LCG 12
LCF 14

1. Information

DELTA Beaches are strongly defended by light and medium weapons designed to prevent the landing of initial waves of an amphibious assault. Complete information on beach data and defenses is contained in Intelligence Plan, Annex "ABIE".

2. Render rocket and close gunfire support to boat waves landing on DELTA Beaches in order to destroy enemy resistance.

3. (a) Red Beach Support Unit

(b) Green Beach Wave Support Unit

All support craft proceed so as to arrive at "OBOE" Reference Vessel at H minus 80 minutes. Woofuses when launched from LSD HIGHWAY in Alpha Transport Area, proceed to Delta Transport Area No. 2 and thence to "OBOE" ^{BEING EXCORTED BY THE HARRANSETT WHICH HAS RECEIVED SPECIAL INSTRUCTIONS.} LCCs lead LCSs and Wave 1 LCVP's to "OBOE" in accordance with Support Wave Diagram, Appendix Seven to Annex "JIG". Form Support Waves as indicated in Support Wave Diagram, Appendix Seven to this Annex.

APPENDIX FOURTEEN TO ANNEX JIG
ROCKET AND WAVE SUPPORT PLAN

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~~TOP SECRET~~
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DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATT ACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

ROCKET AND WAVE SUPPORT PLAN

APPENDIX FOURTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
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When dispatched from "OBOE" by Wave Control Officer, proceed at about six knots in company with RED and GREEN Beach Waves No. 1 toward their respective beaches via Points "CHARLIE" and "ABLE" in accordance with times indicated in RED and GREEN Dispatch and Landing Schedule, Appendix Eight to Annex "JIG".

(c) Yellow Beach Wave Support Unit

(d) Blue Beach Wave Support Unit

Woofus Units for Yellow and Blue Beaches when launched from LSD EASTWAY in Camel Transport Area proceed to DELTA Transport Area No. 2 and form in Rendezvous Area as shown in Sketch No. 32, Annex "C", Landing Plan to Commander Task Group 85.3 Operation Order No. 44.2 Then proceed guided by LCC's and flanked by LCS's to arrive at "OBOE" Reference Vessel at H minus 80 minutes. LCT(R)'s, LCG's, and LCF's which have arrived in Transport Area No. 1 with the landing craft convoys will proceed independently to arrive at "OBOE" Reference Vessel by H minus 80 minutes. Form Support Waves as indicated in Support Wave Diagram, Appendix Seven to this Annex. When dispatched from "OBOE" by Wave Control Officer, proceed at about six knots in company with Yellow and Blue Beach Waves No. 1 toward their respective beaches via Points "CHARLIE" and "ABLE" in accordance with times indicated in Yellow and Blue Dispatch and Landing Schedule, Appendix Twelve to Annex "JIG".

BEING ESCORTED BY THE
PINTO WHICH
HAS RECEIVED
SPECIAL
INSTRUCTIONS

(x) INSTRUCTIONS FOR CRAFT OF ALL UNITS:

- (1) LCG and LCF - Render close supporting gunfire at targets of opportunity for First and succeeding boat waves. Take every precaution to avoid firing on own troops. After first wave lands, fire will be restricted to targets on the flanks or inland and ahead of own troops. Take station on outboard flanks of respective beaches. Keep clear of boat lanes and avoid interference with assault waves.
- (2) LCT(R)'s - At the one and one-half mile (3000 yard) Reference Point "ABLE" fire rockets at center of respective beaches. When all rockets have been fired, retire via the outboard flanks of the main boat lane, taking care not to interfere with small boat waves. Reload. Ram under-water obstacles with lowered ramp as directed in case channel is blocked.
- (3) LCC's - At about 1200 yards offshore stop and hoist "BAKER" flag to indicate to LCS's that approximate firing position has been reached. Remain on heading toward respective beaches and permit boats of Support Wave and Wave 1 to pass on way to beach. Take care not to be ahead of LCS's when the latter commence firing rockets at about 1200 yards offshore. Fire Orange Smoke Rocket and radio "cease close gunfire support" when First Wave is about 1000 yards from beach. After Wave 1 passes, retire and perform additional assigned tasks.

APPENDIX FOURTEEN TO ANNEX JIG
ROCKET AND WAVE SUPPORT PLAN

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~~TOP SECRET~~
~~BIGOT/ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ROCKET AND WAVE SUPPORT PLAN

APPENDIX FOURTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
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- (4) LCS's - At about 1200 yards offshore, fire rockets at respective beaches. Close beach on flanks of Woofuses. Use smoke if and as ordered. Take targets of opportunity on beach under machine gun fire. Shift fire to flanks or cease fire as First Wave lands. Avoid firing on own troops. Reload rocket racks. All LCS's, except LCS No. 1 and 16, retire via outboard (southwesterly) flank of main boat lane and assume Smoke duties in accordance with Smoke Plan, Annex "UNCLE". LCS No. 1 and 16 assume duties as Naval Gunfire Spotting Boat in accordance with Gunfire Support Plan, Annex "KING".
- (5) WOOFUSES - At about 250 yards offshore, fire rockets at center of respective beaches. Retire via northeasterly flank of main boat lane to Point "OBOE" where crews will be exchanged in accordance with Demolition Plan, Appendix Four to this Annex. Thence return to DELTA Transport Area No. 2 where rocket racks will be removed and further orders received.

APPENDIX FOURTEEN TO ANNEX JIG
ROCKET AND WAVE SUPPORT PLAN

~~TOP SECRET~~
~~SECRET-ANVIL~~

Pontoon Causeway Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

APPENDIX FIFTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

Task Organization

- (a) Pontoon Causeway Carrying LSTs
LSTs 140, 526, 995, 996, 997, 1019, 1020, 1021. 8 LSTs
- (b) Sea Bee Pontoon Causeway Platoons
Platoons " ", " ", " ", " ", " ", " ", " ", " ", " ", 1040th. Bn. Sea Bees.
- (c) Fourth Beach Battalion, Lt. Comdr. Walsh, U.S.N.R.
- (d) LSTs Discharging Vehicles Via Pontoon Causeways

1.(a)Information

- 1. Gradients of assault beaches are such that it is probable pontoon causeways will be necessary for discharging vehicles from beached LSTs.
- 2. Beaches other than assault beaches, when secured and prepared, will be used for maintenance.

(b)Assumptions

- (1) LSTs will ground on assault beaches sufficiently close to the shoreline that two 175 foot sections of pontoons will provide a causeway of adequate length to bridge the gap between LST ramp and shore.
 - (2) Surf conditions will not preclude pontoon causeway operation.
2. Pontoon causeways will be sited on the assault beaches and vehicles from LSTs discharged thereon in order to expedite delivery of vehicles to the force landed.

3.(a)Pontoon Causeway Carrying LSTs

Launch pontoon causeway sections in transport area, after launching Sea Bee DUKW and prior to H minus 90. Deliver starboard(shoreward) section to two LCMs from transports if so directed, for use in accordance with Appendix 13 to Annex JIG. When directed by Task Group Commander close designated beach and await orders of beachmaster. Upon orders of beachmaster beach at designated advantageous point, site pontoon, unload as directed, transfer causeway as directed and retract. LSTs with low priority vehicles will probably be directed to transfer causeway to another LST, without unloading other than Sea Bee vehicles, to retract and stand by.

(b)Sea Bee Pontoon Causeway Platoons

Launch and rig causeways as directed, assist in siting causeway, transferring causeways and adjust causeway length as necessary and perform other work necessary in connection with their operation. Transfer Sea Bee vehicles and personal gear ashore before shifting causeway to second LST. Mess and billet with nearest Naval Beach Party Unit. If storm warnings necessitate towing pontoons to sea or when causeway is transferred to another beach, rig pontoons for towing, embark necessary personnel in towing vessel, and after danger has passed or when approaching new beach rig pontoons for beaching and assist in re-siting causeway. Transfer all Sea Bee vehicles and personnel to new beach when causeway is shifted thereto.

GrII/8thPhib/A16-3
Serial: 0030(P)

~~TOP SECRET~~
~~BISCI-ANVIL~~

Pontoon Causeway Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

APPENDIX FIFTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

(c) Fourth Beach Battalion

By hydrographic surveys, locate most favorable sites for pontoon causeways on the various beaches. Direct pontoon causeway carrying LSTs to beach at these points. Direct succeeding LSTs to beach adjacent to causeway at appropriate time. Subsist and billet Sea Bee platoons.

(d) LSTs discharging vehicles via pontoon causeways.

Close beach as directed, open bow doors, lower ramp to five feet from water, lead a mooring wire through fair lead in lip of ramp with eye outboard under ramp and with line bent on eye for securing to DUKW, insure hinged padeye of ramp hoisting gear is propped open so as not to foul wire, have mooring wire arranged so that it can be paid out easily and quickly and second mooring wire ready to bend on first wire if latter is not of sufficient length, and have adequate crew standing by to handle wire on anchor capstan. Beach promptly on order of beachmaster at point designated close aboard LST at the causeway. Deliver eye of mooring wire to DUKW and pay out slack smartly but retaining control. As soon as eye is secured to causeway lead wire through fairlead to capstan. On orders of Causeway Officer heave in on wire. Assist Causeway Officer as directed in positioning pontoon. Unload, assist Causeway Officer as directed in transferring causeway, and retract.

- (x)(1) Pontoon causeways will be shifted to maintenance beaches as directed by Task Force Commander or Area Unloading Control Officer.
- (2) In event of storm warning causeways will be towed to sea or sheltered waters as directed by Task Force Commander or Area Unloading Control Officer and in accordance with Annex NAN.
- (3) Upon termination of operation causeways and Sea Bee platoons and equipment will be returned to bases as directed by the Senior Officer Present.

- 4. Pontoon causeway platoon in LSTs 140 and 1020 are reduced crews, and are not provided with vehicles.

GrII/8thPhib/Al6-3
Serial: 0030(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Unloading Priority Table

APPENDIX SIXTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

UNLOADING OF LSTs

(a) <u>RED BEACH LSTs</u>	<u>PRIORITY</u>	<u>LCTs ASSIGNED</u>
692	1	1142, 568, 604.
550	2	567, 1047, 563.
665	3	See Note
504	4	See Note

(b) <u>GREEN BEACH</u>		
690	1	554, 565, 556.
664	2	125, 606, 223.
53	3	See Note
495	4	See Note
548	5	See Note

(c) <u>YELLOW BEACH</u>		
996	1	566, 562, 1143.
997	2	(See Note)
561	3	(See Note)
655	4	(See Note)

(d) <u>BLUE BEACH</u>		
995	1	561, 605, 1053.
494	2	17, 24, 224.
288	3	See Note
691	4	See Note
656	5	See Note

(e) <u>SPECIAL</u> (First Priority After Above)		
1021	1	
526	2	

NOTE: The LCTs assigned to unload above LSTs will operate as teams. As LCTs complete unloading of LSTs to which assigned, they will proceed to and offload LSTs of next highest priority.

UNLOADING OF TRANSPORTS BY LCTs

<u>TRANSPORT</u>	<u>LCTs ASSIGNED</u>
USS STANTON(P69)	330, 356, 357.
USS LYON(P71)	388, 396, 397.
USS ARCTURUS(KA1)	542, 581, 589, 595.
USS PROCYON(KA2)	601, 538, 614, 617.
USS DICKMAN(PA13)	446, 389, 344.
USS BARNETT(PA5)	386, 540, 702.

UNLOADING OF TRANSPORTS BY LCIs

<u>TRANSPORT</u>	<u>LCIs ASSIGNED</u>
HMS DILWARA	515, 516, 522, 524, 525.
HMS ASCANIA	521, 513, 523, 514, 517.

NOTE: LCIs assigned to offload troops from DILWARA and ASCANIA are an augmentation of landing craft of these ships.

After LST 1021 ~~READ~~: "Group Two U.S. LCT Type Commander will assign an LCT to report to LST 1021 at H plus 3 hours for off-loading of Division Headquarters".

- (F) LST 140, after placing pontoon (and unloading a platoon of operation personnel) will proceed to southern section of ALPHA beach 261 and report to Beachmaster ALPHA Yellow Beach for unloading. On completion, report to Return Convoy Control in Rendezvous Waiting Area.

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~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/13

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Unloading Priority Table

APPENDIX SIXTEEN TO ANNEX JIG TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

C-o-r-r-e-c-t-e-d C-o-p-y

UNLOADING OF MERCHANT TRANSPORTS

<u>SHIP NO.</u>	<u>SHIP NAME</u>	<u>ARMY SERIAL NUMBER</u>	<u>PRIORITY</u>
40	* PETER McGUIRE	B-3	1
33	* HENRY CONNORS	B-4	2
34	* HOWELL JACKSON	B-10	3
32	* GEORGE McGRARY	B-8	4
38	* JOHN W. BROWN	B-2	5
39	* MARION BOVARD	B-9	6
31	* FURNIFOLD SIMMONS	B-12	7
29	ALEXANDER DALLAS	901	8
41	* TABITHA BROWN	B-1	9
43	* WILLIAM JACKSON	B-5	10
28	* ALBERT MICHELSON	B-6	11
30	* ETHAN ALLEN	B-7	12
27	* ABEL STEARNS	B-11	13
113	EDWARD RICHARDSON	---	14
14	GEORGE HANDLEY	---	15
22	* LINCOLN STEFFINS	903	16
36	JOHN CRAPPER	905	17

* Carries stores

NOTE: LCTs will be assigned to unload these ships in order of priority indicated.

Ship numbers are painted in ten (10) foot numbers on each side of the ships.

APPENDIX SIXTEEN TO
ANNEX JIG

Gunfire Support Plan

ANNEX KING TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task Organization

85.12 Gunfire Support Group - Rear Admiral Bryant, U.S.N.

(a) 85.12.1 Battleship Unit - Rear Admiral Bryant, U.S.N.

TEXAS (F), NEVADA

2 OBB

(b) 85.12.2 Light Cruiser Unit - Rear Admiral Jaujard

PHILADELPHIA, GEORGES LEYGUES(F), MONTCAIM

3 CL

(c) 85.12.3 Destroyer Leader Unit - Senior Officer of Unit

LE FANTASQUE, LE TERRIBLE, LE MALIN

3 DL

(d) 85.12.4 Destroyer Unit - Captain Converse, U.S.N.

Desdiv 19

ELLYSON (F), HAMBLETON, MODMAN, EMMONS, MACOMB

5 DD

DesDiv 20

FORREST (F), FITCH, HOBSON

3 DD

(e) 85.12.5 Close Support Unit

LCG 12, 14

2 LCG

LCF 10, 14

2 LCF

LCT(R)s 140, 359, 367, 405, 437, 440

6 LCT(R)

8 LCM(R)s

8 LCM(R)s

16 LCSs

16 LCS

(This unit comprises parts of and operates with the various beach assault groups of this force during the initial landings).

1. Information

(1) General information of enemy defenses is contained in Appendix 7 to Annex "ABLE".

(2) Fire support areas are shown on overlay, Appendix 6 to this Annex.

(3) Sectors of responsibility are shown on overlay, Appendix 6 to this Annex. Potential targets in sectors of responsibility are listed in Appendix 8.

(4) Known targets are listed in Appendix 2 to this Annex.

(5) Air bombardment of targets will be conducted by aircraft of the United States Army Air Force in accordance with the following schedule:

H-130 to H-110 Fighter bombers attack batteries firing on shipping.

H-110 to H-10 Fighter bombers attack pre-arranged targets.

H-70 to H-30 ~~MEDIUM~~ bombers attack pre-arranged targets.

H-60 to H-30 Heavy bombers bomb beaches.

(6) TULAGI will furnish this group with missions, each comprised of two Hellcats, for aerial observation of gunfire in accordance with the following schedule:

H-110 to H-80 - Two missions on station.

H-80 to H-30 - Five missions on station.

H-30 to H-120 - Two (three if possible) missions on station.

After H-120 - One mission on station plus one mission on call.

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Gunfire Support Plan

ANNEX KING TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE. OPERATION PLAN NO. 3-44

-
- (7) Shore fire control parties ²⁶23 and ²⁷24 will have observers in LCSs, who will furnish observation from H hour until directed to land.
2. This group will provide gunfire on coastal defense batteries, beach defenses and targets of opportunity in order to protect naval craft in the assault area, cover the initial landings and support the operations of the force landed in the DELTA area.
3. (a) Battleship Unit - be in Fire Support Area No. 1 and prepared to furnish counterbattery fire on coast defense batteries in DELTA area not later than H minus 190. Use counterbattery fire to neutralize any coast defense batteries firing between H minus 190 and H minus 70 as directed by Unit Commander. TEXAS enter Fire Support Area No. 2 prior to H minus 70. Carry out pre-arranged fire schedules contained in Appendix ONE to this Annex. Upon completion of pre-arranged fire schedule, deliver gunfire support as directed by Unit Commander.
- (b) Light Cruiser Unit - enter Fire Support Areas, PHILADELPHIA fire support area number 3, GEORGES LEYGUES and MONTCALM fire support area number 4,, prior to H minus 70 and carry out pre-arranged fire schedules contained in Appendix I to this Annex. Interrupt fire schedule to deliver counterbattery fire as necessary to neutralize any batteries firing from sector of responsibility, PHILADELPHIA Sector II and V, GEORGES LEYGUES Sector III, MONTCALM Sector IV. Maintain radio contact with Shore Fire Control Parties as assigned in Appendix 7, and deliver observed fire as called for.
- (c) Destroyer Leader Unit - enter fire support areas, LE TERRIBLE area No. 7, LE FANTASQUE and LE MALIN area No. 5, prior to H minus 70 and carry out pre-arranged fire schedule contained in Appendix 1 to this Annex. Interrupt fire schedule to deliver counterbattery fire as necessary to neutralize any batteries firing from sector of responsibility, LE TERRIBLE Sector I, LE FANTASQUE Sector VII, and LE MALIN Sector VIII. Upon completion of pre-arranged schedule deliver fire on call. Maintain radio contact with Shore Fire Control Parties assigned in Appendix 7, and deliver observed fire as called for.
- (d) Destroyer Unit - Desdiv 19 enter Fire Support Area No. 6 prior to H minus 20
~~AFTER DESTROYER UNIT READ:~~ ^{this}
Prior to H-90 DesDiv 19 be in position and ready to deliver effective ^{le to} counter-battery fire to neutralize any battery in BAIE DE BOUGNON firing ^{firing} on sweeper units.
- take station in Fire Support Area No. 2 and remain in reserve until otherwise directed. Be prepared to make smoke on short notice. All ships maintain radio contact with shore Fire Control Parties assigned in Appendix 7 and deliver observed fire as called for. Be prepared to fire WP projectiles if so directed.
- (e) Close Support Unit - rendezvous at "OBOE" Reference Vessel and proceed with Wave One in accordance with Annex JIG. LCT(R)s, LCSs, and LCM(R)s fire rockets in accordance with Annex JIG. LCT(R)s and LCM(R)s retire and LCT(R) reload in accordance with Annex JIG. LCGs, LCFs and LCS furnish close gunfire support in accordance with Annex JIG. LCSs 1 and 16 take station at H hour for gunfire observation duties; land observers and return to parent ships as directed by Commander Fire Support Group. Other LCSs perform smoke duties as directed by smoke sector commander in accordance with Annex UNCLE; reload rockets, twelve smoke and twelve H.E. LCGs and LCFs take station on outboard flanks of respective beaches; shift to Attack Force Voice Circuit (channel N5) and report to Commander Destroyer Fire Support Unit when released by respective Assault Beach Group Commanders.

ANNEX KING

Gunfire Support Plan

~~TOP SECRET~~
~~BIG-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Gunfire Support Plan

ANNEX KING TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (x) (1) Air observation procedure and shore fire control party procedure shall be in accordance with the Mediterranean Bombardment Code, July 1944.
- (2) Use British grid system printed on maps and charts furnished.
- (3) Pre-arranged schedules may be interrupted during and immediately after heavy bomber bombardment if smoke or dust prevent observation of targets. The duration of such interruption shall be no greater than necessary.
- (4) Searchlights shall not be taken under fire unless furnishing effective illumination for shore batteries actually firing on shipping.
- (5) Ships are authorized to shift fire from a pre-arranged target to a better target of opportunity within their sector of responsibility, having due regard for location of own troops.
- (6) In the event of enemy air, surface or submarine attack, shore bombardment shall be reduced as necessary to repel attack. Shore fire control parties and air observers shall be advised in plain language in each case.
- (7) Shore fire control parties shall establish communications as soon after landing as practicable. Ships shall advise task group commander when communications with shore fire control parties have been established.
- (8) Upon receipt of relayed radio signal, or visual (orange smoke rocket) signal from first wave control vessels, or firing of rockets by LCT(R)s, whichever is first, ships other than landing craft (LCGs, LCFs, LCT(R)s, LCM(R)s, and LCSs) shall cease close support fire on the assault beaches and shift to deep support fire as pre-arranged or fire on targets of opportunity on the flanks or inland.
- (9) Upon receipt of visual (green very star) signal or radio signal from first wave leaders (first wave control vessels relay over craft control circuit), whichever is first, ~~LCTs, LCFs, LCMs, and LCSs~~ ^{LCTs, LCFs, LCMs, and LCSs} cease firing rockets. At same time LCGs, LCFs and LCSs cease firing on assault beaches, shifting fire to flanks if suitable targets are available.
- (10) In case an air observer and a shore fire control party call for fire simultaneously, the latter shall have priority.
- (11) Barring emergencies, expenditures of ammunition for all calibers and types shall not exceed:

<u>Class Ship</u>	<u>Prearranged Schedule</u>	<u>Total D day</u>
OB	20%	50%
CL	25%	50%
DL	25%	50%
DD	25%	60%

- (12) Fire support ships make report daily at 0800 to Task Group Commanders of ammunition by calibers and types expended, and remaining on board as of 0600, commencing on D plus 1 day.

GrII/8thPhib/416-3
Serial: 0031 (P)

~~TOP SECRET~~
~~BIGOT UNVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Gunfire Support Plan

ANNEX KING TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (13) As long as assigned targets are active the pre-arranged fire support schedule shall be carried out regardless of haze or low ceiling, utilizing best methods available.
 - (14) Ships shall exercise care to avoid entering transport or other fire support areas adjacent to their area.
 - (15) Time fuzes will not be set for air burst unless so requested by observer.
 - (16) Appendix 3 prescribes rates of fire.
 - (17) Commander Fire Support Group will issue briefing instructions for air observers for D day prior to sailing of TULAGI, using form contained in Appendix 12 to Annex BAKER to Commander Western Naval Task Force Operation Plan 4-44.

4. Logistics in accordance with Annex BAKER.

5. Communications in accordance with Annex TAFE, and Appendix 4 to this Annex.

Use Zone BAKER time.

Commander Task Force EIGHTY-FIVE and DELTA ATTACK FORCE in U.S.S. BISCAYNE.

The Short Title of this plan is DEAN/14.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

APPENDICES:

- 1. Schedule of Pre-arranged Fire.
- 2. Numbered list of targets and reference points.
- 3. Rates of Fire.
- 4. Outline of Gunfire Observation Communications.
- 5. Mediterranean Bombardment Code (previously issued by CinMed)
- 6. Gunfire Overlay.
- 7. Assignment of Shore Fire Control Parties.
- 8. Potential Targets in Sectors of Responsibility.

DISTRIBUTION:

Same as C.T.F. 85 and Delta Attack Force Operation Plan No. 3-44.

J. Schwartz for
N. M. METZGER,
Flag Secretary.

ANNEX KING
Gunfire Support Plan

~~TOP SECRET~~
~~BIGG-ANVIL~~

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

APPENDIX ONE TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
No. 3-44

<u>Ship</u>	<u>Time(Approx)</u>	<u>Target</u>	<u>Battery</u>	<u>Number</u> <u>Rounds</u>	<u>Type</u>	<u>Spot</u>
U.S.S. TEXAS	H - 70 to H plus 15	P - 39 P - 47 P - 48 P - 54 * * * * *	14"	200	150 HC 50 AP	Air
U.S.S. NEVADA	H - 70) to) H - 55) H - 45) to) H plus 5)	P - 34 P - 37	14"	190 10	140 HC 50 AP 10 HC	Air Air
		* * * * *				
U.S.S. PHILADELPHIA	H - 70) to) H - 55) H - 40) to) - H - 25) - H - 25) to) - H - 10) - H - 55) to) H - 40) H - 10) to) H plus 15)	N - 08 Sardineau N - 42	6" 6" 6"	300 200 400	150 HC 150 AP 100 AP 100 HC 280 HC 120 AP	Air Air Air
		* * * * *				
GEORGE LEYGUES	H - 70) to) H - 40) H - 10) to) H plus 30)	N - 15 N - 21	6" 6"	100 200 60	100 200 HC 200 HC 60 HC	Air Air Air

TOP SECRET
BLIND-ANVIL

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX ONE TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

Schedule of Prearranged Fire

<u>Ship</u>	<u>Time(Approx)</u>	<u>Target</u>	<u>Battery</u>	<u>Number Rounds</u>	<u>Type</u>	<u>Spot</u>
GEORGE LEYGUES (Cont'd)	H - 25) to) H - 10)	N - 22	6"	40	40 HC	Air
		* * * * *				
MONTCALM	H - 70) to) H - 40)	N - 20	6"	125	¹²⁵ 100 HC	Air
	H plus 5) to) H plus 30)			125	¹²⁵ 150 HC	Air
	H - 40) to) H - 10)	N - 36	6"	100	100 HC	Air
	H - 10) to) H plus 5)	N - 12 & 13	6"	50	⁵⁰ 60 HC	Air
		* * * * *				
LE TERRIBLE	H - 70) to) H plus 15)	P - 39 P - 47 P - 48 P - 54	138 mm	250	125 AP 125 HC	Direct
		* * * * *				
LE FANTASQUE	H - 70) to) H - 55) H - 40) to) H - 15)	P - 37	138 mm	140	70 AP 70 HC	Direct
	H - 55) to) H - 40)	P - 34		40	20 HC 20 AP	Direct
	H - 15 to H-hour	Shoreline Sector VII	138 mm,	70	35 AP 35 HC	Direct
		* * * * *				
MALIN	H - 70) to) H plus 15)	Shoreline and targets in Sector VIII	138 mm	250	125 AP 125 HC	Direct
		* * * * *				
DESDIV 19	H - 70 to H - 7(Signal)	Close support shoreline Sector VI	5/38	400 per ship	Common	Direct
		* * * * *				

TOP SECRET
BIC-ANVIL

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX TWO TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Numbered List of Targets and Reference Points

NUMBERED LIST OF TARGETS AND REFERENCE POINTS											
Target No.	Coordinates	Description	Prob. Cal.	Range	Empl.	Facing	Field of Fire	Elev.	Remarks		
N - 05	U497214	1 FD Gun Lt.						20 yds: Unoccup.			
N - 06	U475224	3 Dummy Empl	Medium			SE		11 yds: Dummy			
N - 07	U485226	4 Gun FD	88MM (Mobile)	22,000	Earth	SE		35 yds: U now			
N - 08 *	U502220	4 Gun DP	75MM	18,000	Sq. Cam	S	070° - 205°	88 yds: Occupied			
N - 10 c	U439121	4 Gun CD. Bat	88MM	22,000	C. Earth	SSE	035° - 215°	31 yds: Occupied			
N - 11 c	U438122	3 U. Empl. AA Guns						31 yds: U			
N - 12 *	U441138	4 C.D.	150MM	25,000	C. Earth - in Cov.	SE		50 yds: Appears			
N - 13 *	U442186	(See N-12)						U?			
N - 15 *	U448173	2 Gun C.D.	Med.	25,000	Concrete Casemates	E	St. Tropez Gulf	Sea Level	Occupied		
N - 16 a	U438142	4 U. Empl for D.P. Guns						11 yds: U			
N - 19 a	U500156	2 Empl. C.D. U	Lt.			SE	St. Tropez Gulf	Sea Level	Occupied		
N - 20 *	U465190	2 Gun C.D. Bat	75MM	18,000	Caser.	SE		5 yds: Occupied			
N - 21 *	U456158	4 Lt. C.D.						Sea Level	Occupied		
N - 22 *	U451162	1 C.D. Fixed						Level	Occupied		
N - 23 a	U496122	4 Gun CD or DP	Rep. 105MM	19,000	Open Cir- cular	E	Covers Panpe- rene Bay	120 yds:	Occupied		
N - 27 a	U402163	2 Gun CD Bat.	Lt.		Earth	E		29 yds: Occupied			
N - 28	U426148	2 Unoc. Empl.						7 yds: U			
N - 32 a	U484104	4 Gun C.D. Bat.	150-155MM	26,000	Open Cir- Earth	S	Covers Caval- aire Bay	28 yds: Oc. 6 Jul	Pos. Re-		
N - 33 a	U480111	4 Gun C.D. Bat. Dum						Dummy	Identic- al to		
N - 36 *	U438196	4 Gun F.D. Bat.	Lt.			SE		Occupied			
N - 37 a	U445109	4 Gun Bat.	Med					Pcs. Dummy			
N - 42 *	U497171	4 C.D. How.	105MM Rep.	13,500		NW		50 yds: Part. Conf. by Air Phot			

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX TWO TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Numbered List of Targets and Reference Points

NUMBERED LIST OF TARGETS AND REFERENCE POINTS

Target No.	Coordinates	Description	Prob. Cal.	Range	Empl.	Facing	Field of Fire	Elev.	Remarks
P - 03	U513316	3-4 Gun F.D. Guns	Lt.			SE		20 yds	U
P - 04	U538316	4 FD Gun U	Lt.			NE		76 yds	U
P - 20 c	U545303	4 Gun C.D.	75MM	18,000		E	Gulf of Frejus	61 yds	Occupied
P - 34 *	U546259	3 Gun Bat.	Rep. 220MM	25,000		E	60° to 230°	25 yds	Occupied
P - 35	U508236	1 Gun C.D. Fixed						46 yds	Unoccu- pied
P - 36	U533253	2 U. Empl Lt.	Lt.					55 yds	U
P - 37 *	U533256	4 Gun C.D. Bat.	88MM Mobile	22,000		SE	085° to 265°	102 yds	Occup'd
P - 39 *	U522180	5 Gun Bat.	Rep. 220MM	25,000		NE	320° to 120°	25-35 yd	Occup'd
P - 40	U516092	Med. Gun				SE			U
P - 41	U521165	4 CD How(?)	105MM	13,500		NE	330° to 170°	11 yds	U
P - 47 *	(522178) See P - 39								Part of P - 39
P - 48 *	(524176) See P - 39								Part of P - 39
P - 52	U549270	3 Gun Dummy				E		25 yds	Decoy for P - 34
P - 53 a	U515141	4 Gun CD Bat.	75MM	18,000		SE	Pampelonne Bay Area	Sea Level	Occup'd
P - 54 *	(522177) See P - 39								Part of P - 39

* Target in Pre-arranged Fire Schedule

a In Alpha Attack Force Sector

c In Camel Attack Force Sector

C.D. - Coast Defense

D.P. - Dual purpose

F.D. - Field

O. - Occupied

U. - Unoccupied

C, Cl, Cir - Circular

E, Ear - Earth

Cam - Camouflaged

Sq - Square

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~DISSEM-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Rates of Fire

APPENDIX THREE TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. Do not employ rapid fire for more than one minute without verifying and correcting as/and if necessary, deflection and range.
2. U.S. Ships use the following tables of rates of fire when delivering the various types of fire for effect listed in Part 1, Paragraph 8(a)(ii) and 8(a)(iii) of Mediterranean Bombardment Code:

TOTAL ROUNDS PER SHIP PER MINUTE

<u>TYPE BATTERY</u>	<u>MAXIMUM RATE</u>	<u>RAPID FIRE</u>	<u>SLOW FIRE</u>
14"	12	8	4
12"	12	8	4
8"	15	9	6
6"	30	18	9
5"/51	24	16	8
5"/38	40	24	12
5"/25	40	24	12

APPENDIX THREE TO ANNEX KING
Rates of Fire

GrII/8thPhib/416-3
Serial: .0031(P)

TOP SECRET
BIG ANVIL

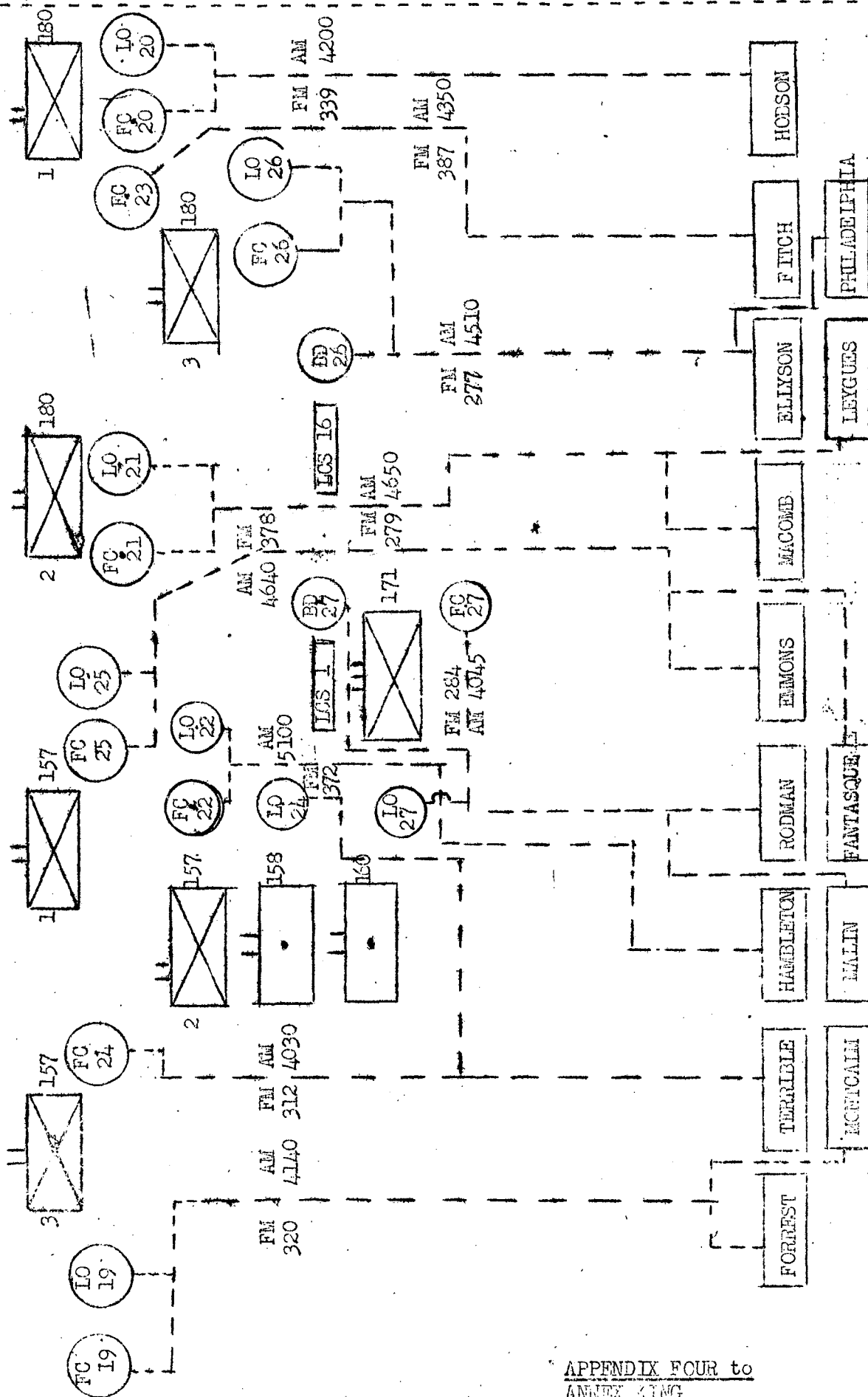
DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Outline of
Communications

APPENDIX FOUR TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44



APPENDIX FOUR to
ANNEX KING

GrII/8thPhib/116-3
Serial: 0031(P)

~~TOP SECRET~~
~~DISSEM-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Outline of
Communications

APPENDIX FOUR TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

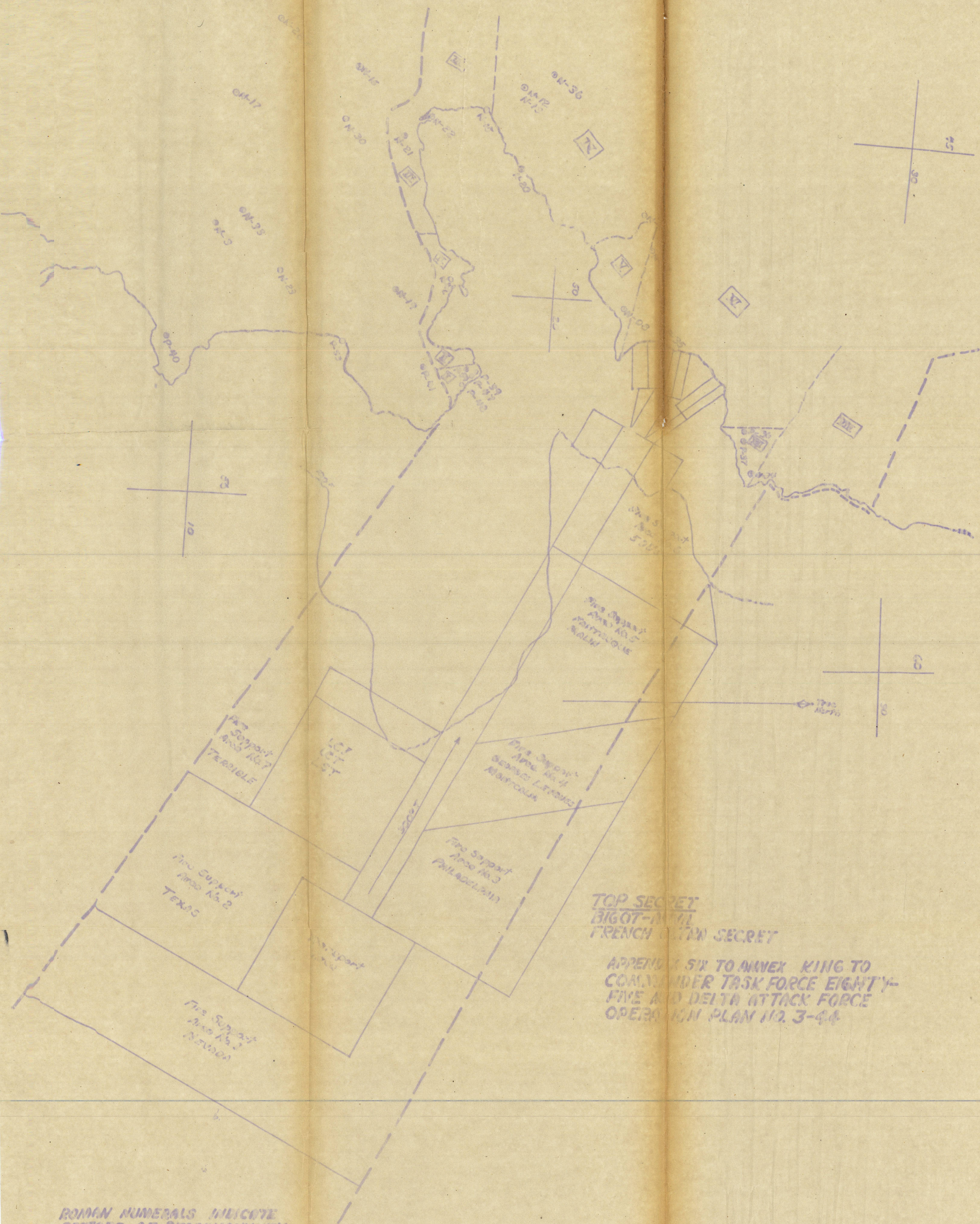
NOTE:

(1) For more complete information covering Gunfire Support Communications consult Annex TARE and Appendices, in particular Appendix Nine and Appendix One, paragraph (f).

(2) The following is a partial list of those call signs, other than self-evident ones, used initially in Shore Fire Control Communications. For more complete information consult Naval Commander Western Task Force Operational Call Sign Book, 1 August 1944, Edition A.

TEXAS	5T9
NEVADA	3V6
PHILADELPHIA	7M9
MONTCALM	7R9
LEYGUES	2S2
FANTASQUE	6A9
TERRIBLE	4E5
MALIN	4V7
ELLYSON	1A2
EMMONS	5A3
HAMBLETON	1A4
RODMAN	4A7
FORREST	9D1
FITCH	2H2
HOBSON	5I4
MACOMB	8A6
45 DIV. NGLO	8FØ
SENIOR NLO VI CORPS	5BØ
CTF 85	5I8

APPENDIX FOUR to
ANNEX KING



ROMAN NUMERALS INDICATE
SECTORS OF RESPONSIBILITY

GUNFIRE SUPPORT OVERLAY FOR USE
WITH MILITARY GRID MAP-CHARTS
F-126 AND F-126B

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~B-1-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX SEVEN TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Assignment of Shore Fire Control Parties.

SFCP NO.	FREQUENCIES		SHIPS ASSIGNED
	AM	FM-A	
19	4140	32.0	FOREST, MONTCAIM
20	4200	33.9	HOBSON
21	4650	27.9	MACOMB, G. LEYGUES
22	5100	37.2	HAMBLETON
23	4350	38.7	FITCH
24	4030	31.2	LE TERRIBLE
25	4640	37.8	EMMONS, FANTASQUE
26	4510	27.7	ELLYSON, PHILADELPHIA
27	4045	28.4	RODMAN, MALIN

Common FM Frequency	28.8 mc
Bombardment Calling Wave	5640 kc
Cas Plane Spotting Frequency	27.4 mc

APPENDIX SEVEN TO ANNEX KING
Assignment of Shore Fire Control Parties

GrII/8thPhib/Al6-3
Serial:. 0031(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Potential Targets in
Sectors of Respon-
sibility

APPENDIX EIGHT TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-4/

SECTOR I - LE TERRIBLE

Major Defenses

<u>TARGET NO. (Navy)</u>	<u>GRID COORDINATES</u>	<u>DESCRIPTION</u>
P - 39	U 522 180	5 - 220 MM C.D.
P - 47	U 522 178	Part of P - 39
P - 48	U 524 176	Part of P - 39
P - 54	U 522 177	Part of P - 39

Minor Defenses

<u>GRID COORDINATES</u>	<u>DESCRIPTION</u>
U 535 169	Concrete pillbox
U 524 177	Concrete pillbox, 2 machine guns

SECTOR II - PHILADELPHIA

Major Defenses

N - 42	U 497 171	4 - 105 MM How.
--------	-----------	-----------------

Minor Defenses

U 516 177	1 casemate, 1 pillbox, 3 light AA
U 516 172	concrete pillbox
U 503 170	2 concrete pillboxes
U 499 170	concrete pillbox
U 496 173	3 concrete pillboxes
U 491 173	concrete casemate
U 489 171	2 concrete pillboxes
U 484 167	2 concrete pillboxes

SECTOR III - GEORGE LEYGUES

Major Defenses

(Navy)		
N - 21	U 456 158	4 Lt. C.D.
N - 22	U 451 162	1 C.D. Fixed

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Potential Targets
in Sectors of
Responsibility

APPENDIX EIGHT TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

SECTOR III - GEORGE LEYGUES (Cont'd)

Major Defenses

<u>TARGET NO.</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
N - 15	U 448 178 U 402 163	2 Med. C.D. 2 LIGHT CD OCCUPIED 23 JULY

Minor Defenses

<u>COORDINATE</u>	<u>DESCRIPTION</u>
U 481 165	1 casemate, 1 pillbox, 3 M.G.'s.
U 469 161	concrete pillbox
U 461 159	75 MM AT Gun, 1 pillbox
U 457 157	75 MM AT Gun, 7 Machine Guns
U 455 158	concrete pillbox
U 452 160	concrete pillbox
U 447 177 - 450 180	2 concrete pillboxes, 1 casemate, 2 light AA 5 MG's. Searchlight.

SECTOR IV - MONTCALM

Major Defenses

N - 12	U 441 188	4 C.D. (Appears un- occupied)
N - 13	U 442 186	2 Probable AA Unoccupied
N - 20	U 465 190	2 - 75 MM C.D.
N - 36	U 438 196	4 Lt. Field
N - 06	U 475 224	3 Gun Dummy Emp.

Minor Defenses

<u>TARGET NO. (Navy)</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
	U 457 183	concret pillbox, 2 MG'
	U 461 187	2 concrete pillboxes, 5 MG's.
	U 472 196	concrete pillbox

APPENDIX EIGHT TO ANNEX KING

Potential Targets in Sectors of Responsibility

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~REF ID: A16-3~~

DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship
NAPLES, ITALY,
27 July, 1944: 2000

Potential Targets in
Sectors of Respon-
sibility

APPENDIX EIGHT TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

SECTOR IV - MONTCALM (Cont'd)

Minor Defenses

<u>TARGET NO.(Navy)</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
	U 477 199	2 light AA
	U 484 208	concrete pillbox

SECTOR V - PHILADELPHIA

Major Defenses

N - 07	U 485 226	4 - 88MM Mobile
N - 08	U 502 220	4 - 75MM D.P.

Minor Defenses

U 487 211	1 concrete casemate
U 495 211	1 concrete pillbox
U 502 217	1 concrete pillbox
U 502 219	1 concrete pillbox, 1 A.T. gun.
U 505 218	1 concrete pillbox

SECTOR VI - DESTROYER DIVISION NINETEEN

Major Defenses

P - 35 N 84	U 508 236 493 229	1 C.D. Fixed EMPLACEMENT FOR FOUR MED. GUNS 2 GUNS OCCUPIED MED. GUNS
----------------	----------------------	---

Minor Defenses

(45th. Div.) 25	U 532 250	1 pillbox, 1 concrete casemate, 4 open MG's.
26	U 529 251	1 concrete casemate
52	U 528 252	1 concrete pillbox
51	U 520 250	1 concrete pillbox
50	U 519 246	1 concrete pillbox
48	U 516 245	1 concrete pillbox
47	U 514 246	1 concrete pillbox

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~RIOT-ANVIL~~

DEAN/14.

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Potential Targets in
Sectors of Responsi-
sibility

APPENDIX EIGHT TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

SECTOR VI - DESTROYER DIVISION NINETEEN

Minor Defenses

<u>TARGET NO. (45th. Div.)</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
44	U 514 242	1 concrete pillbox
1	U 513 242	1 concrete pillbox
57	U 509 237	1 concrete casemate
2	U 511 234	1 concrete pillbox
41	U 511 233	1 concrete pillbox
39	U 510 232	75MM A.T. gun
4	U 509 231	1 concrete casemate
5	U 509 230	1 concrete pillbox
6	U 513 221	1 A.T. gun
7	U 514 219	pillbox - MG
20	U 515 219	75MM in concrete
19	U 515 218	2 - 105MM concrete

SECTOR VII - LE FANTASQUE

Major Defenses

<u>TARGET NO. (Navy)</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
P - 34	U 546 259	3 - 220MM C.D.
P - 36	U 533 253	2 Lt. Emp. Unoccupied
P - 37	U 533 256	4 - 88MM Mobile
P - 03	U 513 316	3 - 4 Field

Minor Defenses

<u>TARGET NO. (45th. Div.)</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
- -	U 549 258	concrete pillbox, 2 open MG
19	U 546 259	3 light AA guns
- -	U 549 257	concrete pillbox

GrII/8thPhib/A16-3
Serial: 0031(P)

~~TOP SECRET~~
~~BIG P-ANVIL~~

DEAN/14

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Potential Targets in
Sectors of Respon-
sibility

APPENDIX EIGHT TO ANNEX KING TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

SECTOR VIII - LE MALIN

Major Defenses
(None known)
Minor Defenses

<u>TARGET NO.</u>	<u>COORDINATE</u>	<u>DESCRIPTION</u>
--	U 551 269	concrete pillbox
--	U 548 274	concrete pillbox
--	U 546 278	concrete pillbox
--	U 546 279	mach. gun
--	U 547 281	concrete pillbox
--	U 547 293	concrete pillbox
--	U 547 287	concrete pillbox

GrII/8thPhib/Al6-3

Serial: 0032(P)

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/15

Return Convoy Plan

~~BIGOT-ANVIL~~
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

ANNEX LOVE TO COMMANDER TASK FORCE EIGHTY-FIVE
and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task Organization

- (a) 85.3 Transport Group.
- (b) 85.4 Red Beach Assault Group.
- (c) 85.5 Green Beach Assault Group.
- (d) 85.6 Yellow Beach Assault Group.
- (e) 85.7 Blue Beach Assault Group.
- (f) 85.8 Division Reserve Assault Group.
- (g) 85.9 Corps and Division Group.
- (h) 85.11 Escort and Screening Group.
- (i) 85.18 Return Convoy Control Group.

1. Information.

- (a) Assault Landing Force is being disembarked in the ST. TROPEZ - ST. MAXIME area.
- (b) Commander Anti-Submarine and Convoy Control (CTF 80.6) has been given, as one of his tasks, the following: "Conduct Return Convoy Control, organizing convoys and escorts ----".

2. This force will clear empty shipping, LSTs, and LCI(L)s from assault area promptly in order to expedite the build-up in the assault area.

3. (a) Transport Group.
(b) Red Beach Assault Group.
(c) Green Beach Assault Group.
(d) Yellow Beach Assault Group.
(e) Blue Beach Assault Group.
(f) Division Reserve Assault Group.
(g) Corps and Division Group.

Upon completion of unloading and when boats are hoisted, Transports, LSTs and LCI(L)s not assigned special duties in the assault area report promptly to Commander Return Convoy Control Group in LCI(L)(C) 952 at King reference point for assignment to return convoys.

(h) Escort and Screening Group.

- (1) Maintain patrol in accordance with Appendix 1 to Defense Plan, Annex OBOE.
- (2) Make minor escort craft available to Return Convoy Control Group on request.

(i) (1) Return Convoy Control Group.

Function as DELTA Area Liaison Officer to Commander Anti-Submarine and Control Group in organizing ships and craft for sailing in return convoys in accordance with directives promulgated by Commander Anti-Submarine and Convoy Control Group.

- (2) Be prepared to assign minor escort craft to return convoys. Request minor escort craft from Commander Escort and Screening Group.

GrII/8thPhib/A16-3
Serial: 0032(P)

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~~BIG ANVIL~~

DEAN/15

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Return Convoy Plan

ANNEX LOVE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

-
- (x) Comply with Eighth Amphibious Force S.O.P. -6 and Convoy Plan, Annex "H" to Western Naval Task Force Operation Plan No. 4-44. In case of conflict of instructions comply with the latter.
5. (a) Communications in accordance with Communication Plan, Annex TARE.
- (b) Use Zone BAKER time.
- (c) Commander Task Force EIGHTY-FIVE in U.S.S. BISCAYNE.
- (d) The short title of this plan is DEAN/15.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and DELTA Attack Force.

DISTRIBUTION:

Same as CTF 85 and DELTA Attack Force Op Plan No. 3-44.

Edward J. Schwartz
R. W. METSGER,
Flag Secretary.

ANNEX LOVE
Return Convoy Plan

GrII/8thPhib/A16-3
Serial: 0033(P)

~~TOP SECRET~~
~~BIGOT ANVIL~~

DEAN/16

WESTERN NAVAL TASK FORCE
~~BIGOT ANVIL~~
TOMMY FORCE EIGHTY-ONE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

Reorganizational Plan ANNEX MIKE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Task Organization

- (k) 85.11 Escort and Screening Group, Lieutenant Joy, U.S.N.R.
- (m) 85.13 Minesweeping Group, Commander Ruth, U.S.N.R.
- (o) 85.15 Area Unloading Control Group, Commander Floyd, U.S.N.
- (q) 85.17 Joint Loading Control Group, Lieutenant Commander Abbott, U.S.N.R.
- (r) 85.18 Area Return Convoy Control Group, Captain Parker, U.S.N.
- (s) 85.19 Naval Beach Party, Lieutenant Commander Walsh, U.S.N.R.

1.(a) Information

1. After the initial assault force has secured a beachhead in the Frejus - St. Tropez Area, it will be necessary to maintain and build up this force over maintenance beaches and through minor ports until one or more major ports have been captured and placed in full operation.
2. Appendix One contains information as to the quantities of ships by types to be unloaded in the Delta Area during the period D Day to D plus 29 Day.
3. Information on small ports, maintenance beaches, weather, tidal conditions and astronomical data is contained in Annex ABLE.
4. Current information is contained in situation and other reports.
5. Merchant ships and landing ships and craft will be sailed in follow-up convoys from various mounting ports and will arrive at the beachhead at frequent intervals.
6. Friendly forces in the Western Naval Task Force Area and their operations are:
 - Sweeper Task Force - sweeping
 - Anti-Submarine Group - off-shore patrol.
 - Support Force - Naval gunfire support.
 - Alpha Attack Force - Build-up in Alpha Area.
 - Camel Attack Force - Build-up in Camel Area.
 - Air Support Force and Mediterranean Allied Air Force - Various air missions including fighter cover.
7. No friendly submarines will be in the Western Naval Task Force Area.
8. Anchorage berths are shown in Appendix 3 to this Annex. Rendezvous and waiting area is oriented at Point KING as shown in Appendix Three to Annex GEORGE.

(b) Assumptions:

1. Fire support ships of this Task Force will have been released by the time this plan is placed in effect, destroyers to Commander Anti-Submarine Group, other ships to Commander Support Force.

ANNEX MIKE
Reorganization Plan

~~TOP SECRET~~
~~BIG ANVIL~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

ANNEX MIKE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Reorganization Plan

2. This Force, as reorganized, will land troops and unload vehicles and stores from ships and craft of follow-up convoys over captured beaches and through captured ports in the Gulf of St. Tropez area after the beachhead has been secured in order to supply and build up the Seventh Army for future operations.
3. (k) Escort and Screening Group assist in the defense of own ships against enemy air, surface and underwater attack. Provide area screens in accordance with Annex OBCE. Provide escorts as requested by Return Convoy Control. Control defensive smoke patrols. Provide for control of escort craft in the mounting areas for follow-up convoys in liaison with Joint Loading Control.
- (m) Minesweeping Group conduct routine and clearance sweeps in accordance with Annex FOX. Make report of sweeping operations in accordance with Appendix Seven to Annex TARE. Perform defensive smoke duties when not engaged with sweeping duties. Release ships as directed by Commander Sweeper Task Force.
- (o) Area Unloading Control Group
 - (1) Group Commander assume command of unloading activities of the Delta Attack Force. Direct and coordinate Navy unloading activities, salvage operations, servicing of small craft, and repair of craft within the limits of available facilities. Maintain liaison with Beach Control Group, Beach Group, and Return Convoy Control Group.
 - (2) LCT - LCM Control Unit organize, control, and coordinate the activities of LCT's and LCM's in off-loading stores and vehicles from merchant ships and, if required, LST's. Administrate logistics and repairs of these craft.
 - (3) Beach 261 Control direct and coordinate off-shore unloading activities of Beach 261 until closed, and the port of St. Tropez when opened. Maintain liaison with Beach Group and Area Return Convoy Control Group.
 - (4) Beach 263 Control direct and coordinate off-shore unloading activities of Beaches 263B and 263C until closed, and Beaches 262A and 263 when opened. Maintain liaison with Beach Group and Area Return Convoy Control Group.
 - (5) Beach 262 Control direct and coordinate off-shore unloading activities of Beach 263A until closed, and Beach 262 when opened. Maintain liaison with Beach Group and Area Return Convoy Control Group.
 - (6) Logistics Unit provide for logistic needs of craft in Delta Area. Advise Area Unloading Control Group Commander of prospective shortages in ample time to secure replenishments.

ANNEX MIKE

GrII/8thPhib/A16-3
Serial: 0033(P)

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~~BIG WIL~~

DEAN/ 16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

Reorganization Plan

ANNEX MIKE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (7) Combined Salvage Unit perform deep water and shallow water salvage as necessary. Provide pumping and towing services within Delta Area. Assist landing craft unable to retract. Provide fire-fighting service as necessary. Assist in clearing harbors and placing ports in operation.
 - (8) Commanders of Follow-up Convoys upon arrival in Delta Area report composition of convoy to Area Unloading Control Group. Order ships of convoy to beaches or anchorages as directed.
 - (q) Joint Loading Control Group organize, control and coordinate the berthing, loading, and logistics of Naval ships and craft of follow-up convoys in mounting ports, the movement of these craft between loading berths and anchorages, and their sailing in convoys in accordance with Annex BAKER. Direct follow-up convoys to report to Commander Area Unloading Control Group. Provide for care of returning survivors.
 - (r) Area Return Convoy Control Group maintain liaison with and assist Anti-Submarine and Return Convoy Control in organizing and sailing unloaded ships and craft in return convoys, which shall be sailed in accordance with Annex LOVE.
 - (s) Naval Beach Party function as a part of the Beach Group and advise Beach Group Commander in naval matters. Control boat traffic to and from the beaches. Supervise evacuation of casualties in accordance with Annex QUEEN and prisoners of war in accordance with Annex ROGER. Provide for, control and evacuate Naval survivors. Assist in salvage operations on beaches. Advise Beach Control Group and Area Unloading Control Group of conditions on the beaches. Conduct hydrographic surveys prior to the opening of new beaches. Close beaches as directed. Sea Bee platoons operate pontoon causeways.
 - (x) (1) This plan is effective on signal "Execute Reorganization Plan Annex MIKE", and supercedes Delta Attack Force Plan 3-44. Annex ABLE, Annex BAKER, Appendix One of Annex FOX, Annex LOVE, Annex NAN, Annex OBOE, Annex PETER, Annex QUEEN, Annex ROGER, Annex SUGAR, Annex TARE and Annex UNCLE remain in effect and become part of this plan. Comply with these Annexes.
 - (2) Comply with administrative orders contained in Appendix Two to this Annex.
 - (3) The follow-up and build up will proceed on a twenty-four hours a day basis. Every effort will be made to accomplish unloading in a quick, efficient, orderly manner.
 - (4) Take every available measure to insure earliest warning of enemy air, surface or underwater attack; maintain lookout for mines; destroy floating mines in accordance with Annex FOX; take every available precaution to avoid firing on friendly aircraft; avoid known enemy minefields and unswept mineable waters.

ANNEX MIKE
Reorganization Plan

GrII/8thPhib/A16-3
Serial: 0033(P)

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~~REANVIL~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Reorganization Plan

ANNEX MIKE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (5) Avoid congestion on the beaches.
- (6) Make prompt report of suspected enemy mine-laying.
- 4. Logistics in accordance with Annex BAKER. Logistics unit provide fuel, water, supplies and repairs within capacity to small craft.
- 5. Communications in accordance with Communication Plan, Annex TARE, for Post Assault Phase.

Use Zone BAKER Time.

Commander Task Force Eighty-Five and Delta Attack Force in U.S.S. BISCAYNE.

The short title of this plan is DEAN/16.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force

APPENDICES:

- 1. Unloading Procedure.
- 2. Administrative Orders.
- 3. Anchorage Berths. (limited distribution)

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op. Plan No. 3-44.

M. L. Levy
for

R. W. METSGER,
Flag Secretary.

ANNEX MIKE
Reorganization Plan

~~TOP SECRET~~
~~BT-CONFIDENTIAL~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Unloading Procedure

APPENDIX ONE TO ANNEX MIKE TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO
3-44

1. It is the intention to use maintenance beaches and ports for unloading during the follow-up and build-up phases as follows:
 - (a) Right half 261 (Blue Two) - Vehicles off loaded from large ships in LCTs and LCMs, and possibly for LSTs. This beach will be closed, as ordered, when the port of ST. TROPEZ and beach 262 are operating fully.
 - (b) Beach 263A (Red and Green) - Stores. This Beach will be closed, when ordered after beaches 262A and 263 have been placed in operation.
 - (c) Beaches 263B and 263C (Yellow and Blue) - Vehicles from LSTs and off-loaded from ships in LCTs and LCMs. These beaches will be closed when beach 262 has been placed in operation.
 - (d) Beach 262A - Stores.
 - (e) Beach 263 - Vehicles from LSTs and off-loaded from ships via LCTs and LCMs.
 - (f) Beach 262 - Left flank - Stores.
Right flank - Vehicles.
 - (g) PORT OF ST. TROPEZ - Stores, particularly heavy lifts, from LCTs and LCMs.
2. Ships are scheduled to arrive in DELTA area for unloading as follows:

Day --	D	D-5	D--8	D--9	D--10	D--11	D--15	D--20	D--25	Total
LCTs	40									40
LSTs	23	30	1	35	6*	4	5	16*		120*
LCIs	38				16*		10*	16*	10*	90*

Day --	D	D--1	D--5	D--10	D--15	D--20	D--25			
APs	6	7			4*		4*			21*
AKAs	2				2*		2*			6*
M/Ts	17	4	8	8	7	12	8			64
Coasters			2	1	1	1	1			6
Pet.Carriers				1		1				2
Mule Ships			1	2*						3*

* Estimated.

3. During the follow-up and build-up the procedure for unloading the various types of ships and craft will be:

LSTs - proceed to designated beach. Beach as directed by beachmaster and unload over the ramp. Pontoon causeways will be used if beach gradients would require. When unloaded, embark survivors, prisoners of war or casualties if so directed. Retract and proceed to rendezvous and waiting area,

APPENDIX ONE TO ANNEX MIKE
Unloading procedure.

~~TOP SECRET~~
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DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Unloading Procedure

APPENDIX ONE TO ANNEX MIKE TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN NO 3-44

reporting to Area Return Convoy Control Group. Except in emergency, retract only on orders of beachmaster.

LCI(L)'s - Proceed to designated beach. Beach as directed by beachmaster. Unload. Retract as directed by beachmaster, proceed to rendezvous and waiting area and report to Area Return Convoy Control Group.

APA's, XAP's, LSI(L)'s, ISP's - Proceed to designated area and lie to, or after completion of sweeping of anchorage areas, anchor in berth assigned. Land personnel in own boats, augmented by LCI(L)'s on designated beaches. Unload vehicles and stores into own LCM's, augmented by LCT's and LCM's furnished by Area Unloading Control Group. When discharged, on orders of Commander Beach Control Unit, proceed to rendezvous and waiting area, and report to Area Return Convoy Control.

Merchant Ships - proceed to designated area and lie to, or, after completion of sweeping anchorage areas, anchor in berth assigned. Unload into DUKW's, LCT's and LCM's. When discharged, on orders of Commander Beach Control Unit, proceed to rendezvous and waiting area, and report to Area Return Convoy Control. While in the DELTA area all ships will be directed to display large size name boards.

4. Appendix 16 to Annex JIG divides the twenty-one available LCT(5)'s and LCT(6)'s into seven teams for unloading LST's. Upon completion of off-loading of LST's these teams proceed with off-loading of M/T ships as directed by Lieutenant Olson in SC 534. The twenty available LCT(3)'s and LCT(4)'s are divided into six teams for unloading transports, by Appendix 16 of Annex JIG. Upon completion of off-loading transports these teams proceed with off-loading of M/T ships as directed by Lieutenant Commander Snagge in LCI(L) 563. As early as practicable, LCT-ICM Control Unit will divide LCT's into ten teams, five of four LCT(3)'s and/or LCT(4)'s each, four of four LCT(6)'s each, and one of five LCT(5)'s. Each team will be in direct charge of the senior officer of the team. A team will be assigned to unload a merchant ship and it shall work this ship only, until otherwise directed by LCT-ICM Control Unit. Off-loading will be on a twenty-four hour day basis and LCT's shall be organized to fulfill this requirement. LCM's will augment LCT teams as directed by the LCT-ICM Control Unit.
5. All available LCI(L)'s will be employed to augment ships' boats in off-loading personnel from transports. Two teams of five LCI(L)'s are assigned specific duties in Appendix 16 to Annex JIG. This assignment to teams will remain in effect until modified by Commander Area Unloading Control Group. LCI(L)'s will be used, insofar as practicable, for all ferrying, such as stevedores, or loading hospital ships.
6. DUKW's are operated under the direction of the Company Commander, Colonel Sampson. They will be used primarily for off-loading stores from merchant ships. They may operate in part, over small beaches having suitable exits, away from the regular beaches.
7. Ships shall be unloaded in accordance with priorities established by the Beach Control Group and disseminated via the Area Unloading Control Group. Priorities for MT ships arriving on D day are contained in Appendix 16 of Annex JIG. The only authority empowered to establish priorities is the Commander Beach Control Group.

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~~REF ID: A16-3~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship
NAFIES, FLAIN,
27 July 1944: 2000

ADMINISTRATIVE ORDERS

APPENDIX TWO TO ANNEX MIKE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

1. Authority and Responsibility

In previous operations considerable confusion has resulted from a lack of understanding, on the part of many individuals, of the chain of command. The following clarification is presented to avoid possible misunderstandings:

- (a) The Naval chain of command is given in the Task Organization of Commander Task Force Eighty-Five and Delta Attack Force Operation Plan No. 3-44.
- (b) Task Force, group and unit commanders and commanding officers of ships are responsible for and have authority over their force, group, unit and ship, respectively.
- (c) In the absence of the commander in an echelon, the senior commander of the next lower echelon in that command acts for him, and assumes authority over and responsibility for the command.
- (d) In the presence of the commander of the next higher echelon in the chain of command, commanders in the same echelon are co-equals, and neither one has authority over the other, or over lower echelons under the other's command.
- (e) Orders should be passed via chain of command, except that to avoid unacceptable delay, one or more echelons may be by-passed. In such case, by-passed echelons must be advised in the matter at earliest opportunity.
- (f) When a ship or unit is directed to report to a command, it comes, upon reporting, under the authority and responsibility of that command.
- (g) Commanding officers are at all times responsible for their own ship, but must accept necessary hazards of war.
- (h) The beachmaster controls and is responsible for all traffic in the approaches to and immediate vicinity of his beach.
- (i) Army authorities, other than the Supreme Allied Commander through chain of command, have no authority over naval ships or craft.

Applications of the above:

- (a) Beachmaster, Blue Two Beach requests Commander Combined Salvage Unit to furnish a salvage LCI(L) for towing an LST unable to retract off of the beach. Normally the request will be granted promptly but the latter is officer responsible for salvage operations, and must use his own judgement in determining priority of salvage work if all craft are occupied with work at the time. He receives orders only from higher echelons in the chain of command for his unit, to which echelons he is responsible.

GrII/8thPhib/A16-3
Serial: 0033(P)

~~TOP SECRET~~
~~BIGG-ANVIL~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ADMINISTRATIVE ORDERS

APPENDIX TWO TO ANNEX MIKE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

-
- (b) LCT-LCM Control Unit is responsible for operations of LCTs and will insure all orders for these craft, or teams of these craft, through the team commander when organized as teams, except: (1) LCTs are subject to the orders of the beachmaster as regards their movements while approaching, on, or clearing the beach (2) Commanding officer or master of a ship is empowered to direct when and where such craft, assigned to work his ship, shall come alongside, or to cast them off at any time stress of weather, in his opinion, so requires.
2. Beachmasters shall report prior to 0800 daily to Commander Beach Control Unit for their beach the following for the previous 24 hour period ending at midnight: (A) Number of troops unloaded, (B) Number of vehicles unloaded, (C) Number of tons of stores unloaded.
3. Beach Control Unit Commanders shall report prior to 1000 daily to Commander Area Unloading Control Group the following information for their beaches for the 24 hour period ending at midnight:
- (A), (B), and (C) as in paragraph 2 above.
(D) Number of LSTs from follow up convoys unloaded
(E) Number of LCI(L)s from follow up convoys unloaded
(F) Name of merchant ship and percentage of cargo remaining on board at midnight.
(G), (H), (I) etc. Same for other merchant ships.
4. Ships shall be unloaded in order of priorities as established by Commander Beach Control Group, Seventh Army or such assistants as that officer may designate by name for the operation. Subordinate Army commands desiring priority unloadings should request same from the Beach Control Group, and not from Naval authorities. Area Unloading Control Group will disseminate priorities as furnished him by the Beach Control Group.
5. The following special signal will be used by LCTs, during follow-up and build-up, in the Delta area:
- LW - LOADED. Am _____ with cargo as indicated:
- | | |
|----------------|-------------------------------|
| 1. Ammunition | 5. Engineers or Signal Stores |
| 2. Gasoline | 6. Track vehicles |
| 3. Rations | 7. Wheel vehicles |
| 4. Heavy lifts | 8. Miscellaneous |
- After clearing from a ship, loaded LCTs shall, by day, make the appropriate flag hoist to indicate the nature of their cargoes or major portion thereof. Hoist shall be left flying until beached or berthed. By night the signal shall be transmitted to the beachmaster by flashing light or radio.
6. Dispatches shall be passed by visual means to the fullest practicable extent, and radio traffic should be held to a minimum. During red alerts, only messages assigned urgent precedence shall be passed.
7. Small craft shall notify their task unit commander of their need for fuel, oil, water or provisions at least 24 hours in advance.

GrII/8thPhib/A16-3
Serial: 0033(P)

~~TOP SECRET~~
~~BIGOT UNVIL~~

DEAN/16

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ADMINISTRATIVE ORDERS

APPENDIX TWO TO ANNEX MIKE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

-
8. In off-loading stores into LCTs every possible effort shall be made to avoid mixed cargoes.
 9. Beachmasters, if unable to unload craft promptly should they beach, shall direct craft to lie off and await call. If the delay will so justify, direct the craft to anchor and stand by on five minutes notice.
 10. Unit commanders arrange for prompt execution of Storm Plan if ordered. Tows shall be detailed for disabled craft at all times in order that delays may be avoided.
 11. Partial loads shall be avoided generally. However, if LCTs are waiting to go alongside a merchant ship and a berth is available on the beach, partially loaded LCTs shall clear the merchant ship in preference to mixing cargoes or shifting to another hold.
 12. After the port of St. Tropez is opened preference will be given to LCT(3)s for unloading in the port. Insofar as practicable heavy lift cargoes should be off-loaded into LCT(3)s.
 13. Reports of breakdowns or damage necessitating repairs shall be made promptly to Unit Commander, information (repeated) to Area Unloading Control Group Commander and appropriate Mother Ship.
 14. Requests for assistance from salvage ships should normally be made to Commander Salvage Unit. In emergency they may be made direct to any salvage craft capable of rendering assistance required.

BIGOT-ANVIL

GrII/8thPhib/Al6
Serial: 0034

WESTERN NAVAL TASK FORCE,
FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

DEAN/17

Storm Plan

ANNEX NAN TO COMMANDER TASK FORCE EIGHTY-FIVE and
DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

During an assault operation, or at any time when landing craft are in company, the Senior Officer Present Afloat shall be responsible for executing either of the two Storm Plans.

1. Storm Plan Alert.

When forecasts or weather conditions indicate that seas or wind may reach force five:

- (a) Beaching operations cease. No craft shall beach during period of the alert. Those beached shall prepare to retract as soon as unloaded.
- (b) Loading Operations may continue, if practicable, but all lines must be tended and craft ready to get underway on short notice.
- (c) All pontoon causeways shall be rigged for towing. Those not in use shall be towed off the beach. SOPA designate towing ships.
- (d) All ships set sea watches, get up steam and make all preparations to get underway.

2. Storm Plan Execute.

When forecasts or weather conditions indicate that seas or winds will exceed force five:

- (a) All unloading on open beach will cease. All beached craft retract immediately.
- (b) All loading shall cease.
- (c) All pontoons shall be towed off the beach to sheltered water or maintained under tow.
- (d) All light craft seek shelter in harbors, be hoisted in davits, or streamed astern of large ships.
- (e) All ships set sea watch and veer chain or get underway as necessary.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force.

APPENDIX:

1. Storm Doctrine.

DISTRIBUTION:

Same as for Operation Plan No. 3-44.

J. H. Carter
J. H. CARTER,
Flag Secretary.

ANNEX NAN
STORM PLAN

GrII/8thPhib/A16-3
Serial: 0034(P)

~~TOP SECRET~~
~~RIGHT-ANVIL~~

DEAN/17

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Storm Plan - Doctrine

APPENDIX ONE TO ANNEX NAN TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

Past experiences with storms have proven that landing craft of all types are peculiarly vulnerable to storm damage due to their shallow draft and high freeboard.

These instructions outline a plan of action for storms or heavy weather encountered by groups of landing craft especially in the area of assault beaches. Specific problems and their solutions are discussed.

1. Landing Craft at Anchor.

(a) At any time the wind reaches force five (appearance of white caps) a sea watch must be set and all preparations made to get underway. At least four times the depth of water must be used in scope of chain (or cable) for the anchor to hold. More than eight times the depth of water in scope of chain (or cable) provides more holding power than the strength of the chain (or cable) and the anchor will be lost. Therefore, as a thumb rule, if eight times the depth of water is used and the anchor still drags, then the ship must either get underway or steam up to the anchor. Many cases are recorded where landing craft were lost on the beach or rocks because they were not ready to get underway when the anchor cable parted. Landing craft usually cannot hold their anchors in a force six wind without assistance from the engines.

(b) Watch on deck must take bearings continuously in all kinds of weather to determine whether anchor is dragging. The following cases actually occurred where this procedure was not ensured: An LST anchored in the lee of an island was washed on the rocks when the wind shifted because the officer of the deck did not notice that anchor was dragging. Another LST suffered a near miss from a bomb off the bow which parted the anchor chain and the ship drifted on the beach in fairly calm weather.

2. Landing Craft Beached.

(a) Any craft beached for unloading must be ready to retract at any time. A craft square to the beach with a stern anchor out will hold position in seas up to force four. If grounded only at one or two points the craft is more likely to broach than if grounded the whole length. However in the former case the engines may be used to square up. On receipt of storm warnings or at any time a craft is in danger of broaching due to being unable to maintain position with stern into the waves a craft must retract immediately and call for assistance in case difficulty is encountered due to load aboard or other cause.

3. Landing Craft Underway.

(a) Formations or convoys of landing craft in assault operations must maintain course along definite routes and adhere to a time schedule. In cases of severe head winds where craft must slow to a degree that the schedule cannot be met, short cuts across corners of the route are authorized. In extreme cases craft (LCTs) may turn and back slowly into the wind to avoid swamping or capsizing. In general the principle is followed that it is better to arrive late with a pay load intact than not to arrive at all.

STORM PLAN- DOCTRINE

GrII/8thPhib/A16-3
Serial: 0034(P)

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DEAN/17

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. 'BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Storm Plan - Doctrine

APPENDIX ONE TO ANNEX NAN TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
No. 3-44

(b) If storm warnings are forecast formations should endeavor to run ahead of the schedule while the weather is good, noting that convoys on other routes may be met.

(c) Special precautions on board individual craft must be taken before any voyage at sea in order to be ready for storms.

(1) All ships must be maintained on an even keel, and within limiting drafts. Loading must be carefully supervised with this in mind.

(2) Secure load against shifting cargo in case of heavy rolling. Chains and clover leaf padeyes are provided on all vehicle-loading craft and must be maintained at full allowance and in good condition. Inspect the securing chains for slack or careless rigs. LCIs keep troops below to increase stability.

(3) Watertight integrity and battening down of all topside hatches and doors must be inspected and maintained.

(4) LCT and LCI ramps have been lost in storms because preventers were not taken up or were in poor condition.

(5) Towing vessels must have long scope available and use slower speed to prevent damage to tow.

(6) In assault areas small craft underway because of lost anchors may stream astern of large ships such as LST, transports or merchant ships. Fenders, Manila and chafing gear should always be aboard in full allowance. Shelter of small harbors is usually available.

4. Large Ships can usually ride out storms at anchor by verry chain and using engines. Render all possible assistance to smaller craft along side or streamed astern. Use oil as necessary to calm the waves.
5. Pontoon Causeways are very vulnerable to storms and must be towed off early on rising seas or storm forecasts, even at the expense of immediate unloading activity. Causeways are almost impossible to salvage after broaching and the whole operation may be jeopardized by their loss. They should be positioned in locations as sheltered as possible.
6. DUKWs must not be permitted to operate in seas greater than force three.
7. Beachmaster has responsibility and authority for control of craft to and from the beaches. He must not permit a craft to beach which cannot be immediately unloaded. He must order craft off who, having beached, are endangered by rising seas.
8. General.
(a) The MEDITERRANEAN is well known for sudden and violent storms. Many commanding officers and group commanders are lulled into a false sense of security by long periods of calm sunny weather. During the assault of SICILY a fifty-knot wind blow all afternoon of D-1. At SALERNO, an eighty-knot on-shore wind developed without warning and broached over 100 craft including two LSTs and 25 LCT. Two storms at ANZIO, on D plus 2 and on D plus 4 resulted in the permanent loss of all causeways and the temporary (30 day) loss of ten LCTs. Fortunately, during these critical storm periods enough of the commanding officers and group commanders were on the job so that the unloading could continue after the storm although on a greatly reduced scale.

STORM PLAN - DOCTRINE

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~~TOP SECRET~~
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DEAN/17

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Storm Plan - Doctrine

APPENDIX ONE TO ANNEX NAN TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

(b) Usually a ship gets in trouble during storms because she does not do something, early. Use all hands all night and call for assistance, if needed. On the other hand, be the first to offer help to another ship in trouble.

(c) Good seamanship is little more than a matter of using common sense and doing something about it.

STORM PLAN - DOCTRINE

GrII/8thPhib/A16-3
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~~TOP SECRET~~
~~BICOT-ANVIL~~

DEAN/18

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

~~BICOT-ANVIL~~

NAPLES, ITALY,
July, 1944: 2000

~~Defense Plan~~ ANNEX OBOE TO COMMANDER TASK FORCE EIGHTY-FIVE
and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

1. Information.

- (a) This annex sets forth certain doctrine for the defense of all ships and craft against attacks by the enemy. Its purpose is to assist each individual vessel in anticipating the nature of the attack and in choosing the most effective weapon necessary to repel the attack.
- (b) For information concerning defense of NAPLES area, see FOWIT Memorandum No. 653, 11 June, 1944.

2. In order to provide maximum protection to ships, craft, and personnel in the staging area, assault beach area, and along the convoy routes, all units of this force will take the necessary steps to repel air and underwater attacks in accordance with the instructions contained in this annex.

3. (x) (1) All ships and craft will carry out specific tasks in accordance with the various appendices to this Annex.

(2) While in convoy the surface screen will be as directed by the convoy OTC.

(3) In the assault area the Commander Escort Screening Group will assign craft, as available to patrol Surface Inner Screen Sectors as shown in Appendix One.

4. Logistics in accordance with Annex BAKER.

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

(b) Use Zone BAKER time.

(c) Commander Task Force EIGHTY-FIVE in U.S.S. BISCAINE.

(d) The short title of this plan is DEAN/18.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and DELTA Attack Force.

APPENDICES:

- 1. Surface Inner Screen Diagram in Assault Area.
- 2. Anti-Aircraft Doctrine.
- 3. Underwater Defense Doctrine.
- 4. Air Plan Outline (Contained in Annex FOX to Commander 8th Fleet Operation Order No. 4-44).
- 5. Counter Battery and Anti-Searchlight Fire Doctrine.
- 6. Anti-Gas Instruction.
- 7. Barrage Balloon Plan.

DISTRIBUTION:

Same as CTF 85 and DELTA Attack Force Operation Plan No. 3-44.

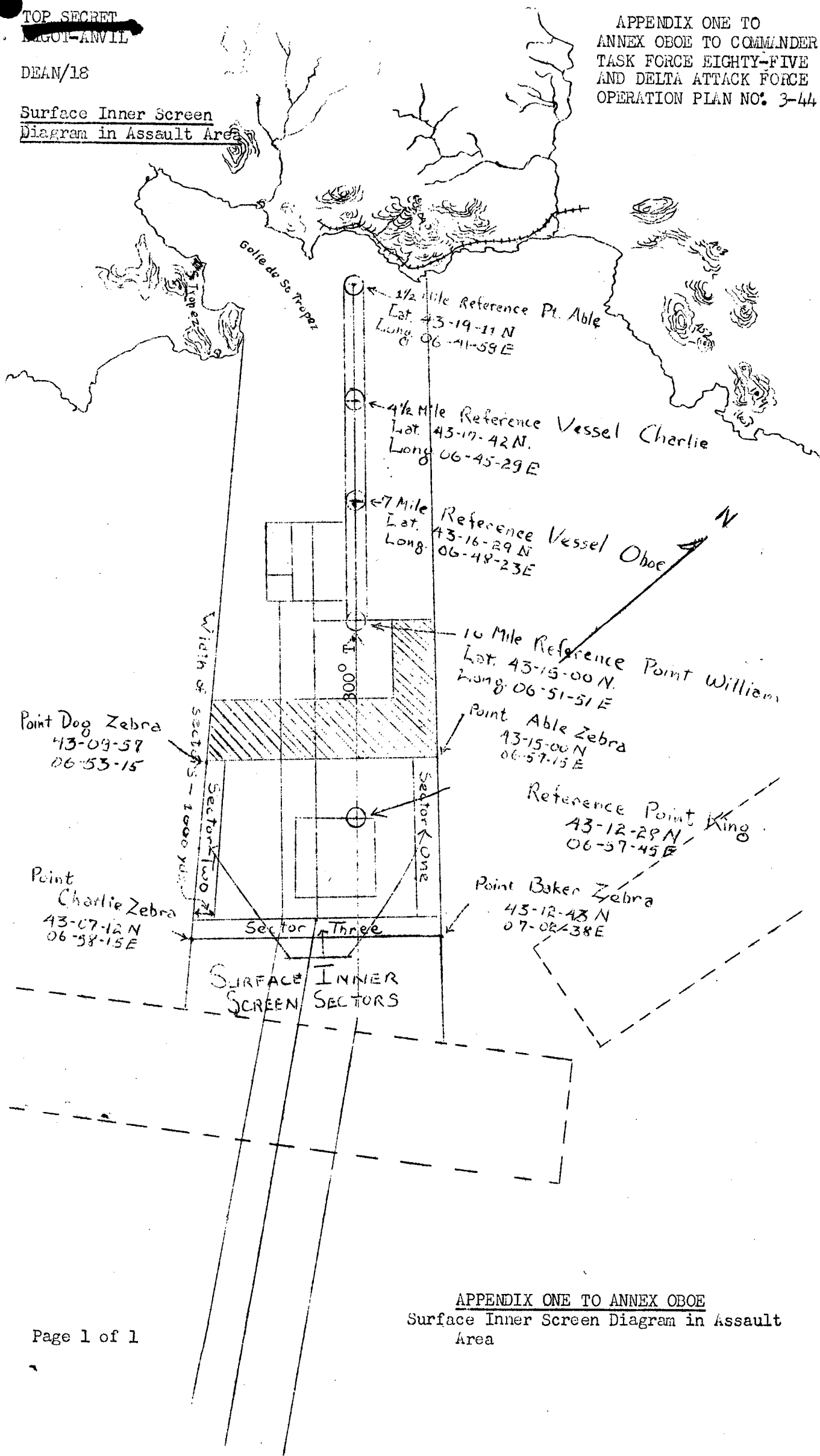
R. W. Metzger
R. W. METSGER,
Flag Secretary.

TOP SECRET
RIGOT-ANVIL

DEAN/18

Surface Inner Screen
Diagram in Assault Area

APPENDIX ONE TO
ANNEX OBOE TO COMMANDER
TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44



APPENDIX ONE TO ANNEX OBOE
Surface Inner Screen Diagram in Assault
Area

~~TOP SECRET~~
~~BIGOT-ANVIL~~

Dean/18

NAPLES, ITALY,
27 July 1944: 2000

ANTI-AIRCRAFT DOCTRINE

APPENDIX TWO TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

1. INFORMATION

- (a) Annex "DOG" prescribes the formation, routing and sailing instructions for the various units of this task group.
 - (b) The assault convoy will depart from the NAPLES area at a prescribed time in order to reach the assault area in accordance with approved schedule.
 - (c) The Mediterranean Allied Coastal Air Force has responsibility for the protection of all shipping and convoys to within 40 miles of the assault area. Within 40 miles of the assault area, this responsibility rests with the XII Tactical Air Command.
 - (d) MEDITERRANEAN JOINT AIR ORDERS (Short title M.J.A.O.) contain detailed information in regards to ship and plane cooperation, and air protection.
 - (e) The principal Fighter Director Ship is H.M.S. "ULSTER QUEEN". The standby Fighter Director Ship and the second standby Fighter Director Ship are H.M.S. "STUART PRINCE" and U.S.S. "CATOCTIN" respectively.
2. This Force will take necessary measures to frustrate enemy air attacks in order to afford maximum safety to ships, craft and personnel.

3. DEFENSE MEASURES

(a) General Defense Measures Against Air Attack.

(1) General Fire Discipline to be complied with by all Naval Forces in this operation

- a. A high standard of vigilance and aircraft recognition is essential at all times.
- b. By night, do not open fire with close range weapons unless attacking aircraft are seen and it is certain they are attacking your ship. Your fire will be ineffective and your tracers will not only disclose your position, but together with tracers from other ships, will define the limits of the convoy.
- c. Do not shoot out flares. Initial flares are generally dropped in one sector to draw fire from inexperienced gunners so as to establish a visible target for bombers attacking from another sector.
- d. Do not engage our own fighters in chase of enemy.
- e. Attention of landing craft is drawn to the fact that the maximum effective range of a 20 mm. gun is not in excess of 1200 yards.
- f. All ships conduct own plane recognition; do not follow the leader in opening fire ... the other ship has been known to be wrong.
- g. Never straggle and thereby set yourself up as a separate target.
- h. Keep alert for Allied airmen who may have come down in the sea.
- i. Except in the assault area, IAZs and GDAs, Anti-Aircraft artillery will fire only on aircraft recognized as hostile unless firing is authorized by a Sector Operations Room operated by the Air Force.
- j. Air Observation Posts (O.P.) planes of the Field Artillery will normally be operating below 3000 feet and care will be taken to avoid endangering them.

GrII/8thPhib/Al6-3
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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

~~TOP SECRET~~
~~BIGG-ANVIL~~

DEAN/18

NAPLES, ITALY,
27 July 1944: 2000

ANTI-AIRCRAFT DOCTRINE

APPENDIX TWO TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

-
- k. No weapons smaller than caliber .50 will be fired at aircraft under any circumstances unless attacked.
 - l. Parachute mines and glider bombs may be engaged by Automatic Weapons (AA) down to a height of 500 feet provided the angle of elevation insures the safety of friendly installations.

(2) Definition of a Hostile Act:

- a. Attacking ground targets, ships or friendly aircraft.
- b. Dropping of flares at night.
- c. Diving on troops, ships or vulnerable points.
- d. Use of WINDOW or other forms of radar jamming.

(3) Aircraft will be considered friendly until committing a hostile act if:

- a. Recognized as friendly by appearance.
- b. Following a prescribed route.
- c. Displaying correct recognition signals.
- d. Showing correct IFF response.
- e. Landing gear down.
- f. A Bi-plane.
- g. Seaplane, flying boat or float plane.

(4) GDA and IAZ

The normal GDA and IAZ as published by AFHQ in Air Defense Instruction No. 1 will apply to all areas so designated.

(5) Air Raid Warnings

All Raid Warnings will be broadcast over TBS by the Fighter Director Ship. In addition the Fighter Director Ship will make the following signals:

ALERT	WHISTLE SIGNAL (Night and Day)	FLAG HOIST (Day)	W/T or R/T	MEANING
RED ONE	(About) 10 short Blasts	Baker One	Red Alert One	Air Attack Imminent (1 aircraft)
RED TWO	(About) 10 short Blasts	Baker Two	Red Alert Two	Air Attack Imminent (2-5 aircraft)
RED THREE	(about) 10 short Blasts	Baker Three	Red Alert Three,	Air Attack Imminent (6-10 aircraft)
RED FOUR	(About) 10 short Blasts	Baker Four	Red Alert Four	Air Attack Imminent (11 or more)
YELLOW	1 Long Blast	QUEEN	Yellow Alert	Air Attack may be expected

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~~TOP SECRET~~
~~BIGG-ANVIL~~

Dean/18

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANTI-AIRCRAFT DOCTRINE

APPENDIX TWO TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No.3-44

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- EXAMPLE: (1) "RED ALERT ONE DELTA" indicates that one hostile aircraft is headed for the DELTA area.
- (2) "RED ALERT THREE ANVIL" indicates that an air attack of 6 to 10 hostile aircraft is imminent and the entire assault area is alerted.

Until D plus 6, a YELLOW ALERT will always be assumed in the Assault Area when the Red Alert is not in force. Commencing D plus 6 the ALL CLEAR or WHITE ALERT will be brought into use also.

(6) Degree of Readiness

During the whole of dusk and dawn periods, Condition ONE of anti-aircraft readiness is to be assumed as a matter of routine by ships and aircraft. At other times, Condition TWO may be assumed at discretion of Senior Officers of units unless a RED air raid warning is in force or otherwise ordered by Task Force Commander.

(7) Ships in Convoy

- a. Torpedo Bombing. Screen assume horseshoe screen around ships outside the short range anti-aircraft weapon range.
- b. High Level Bombing. Similar to (a) above. No machine guns will be fired at high level bombers.
- c. Dive Bombing and Fighter Bombers. DD's in screen close the convoy but be alert to detect a simultaneous attack by torpedo or high altitude bombers (Rocket Bombs).
- d. Radar. Full use of radar within the limits of radio silence will be employed by ships having radar. Radar instructions, including jamming are included in Annex "TARE".
- e. Gunfire.
By Day and Night: Ships will follow type doctrine in opposing all forms of aircraft attack.
- g. Balloons. Barrage balloons flown from ships will be operated in accordance with Appendix 7, this Annex.

(b) RULES FOR THE CONTROL OF ANTI-AIRCRAFT GUNFIRE OFF THE ASSAULT BEACHES

(1) D Day - Special Rules

- (a) Time:- from H-8 hours until 2130B (1930 GMT) on the evening of D Day.
- (b) Special Belt:- between a line 12000 yards seaward of the coast and a line 5000 yards seaward of the coast.
- (c) Restrictions to AA fire both afloat and ashore

- (1) Outside the special belt. Anti-aircraft artillery will not fire at aircraft outside the belt in (b) above unless it commits a hostile act or is recognized as hostile.
- (2) Inside the special belt. Anti-aircraft artillery may fire at any aircraft inside the belt in (b) above not recognized as friendly that flies below 3000 feet altitude. Anti-aircraft artillery will not fire on aircraft above 3000 feet inside the belt unless it commits a hostile act or is recognized as hostile.

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~~TOP SECRET~~
~~BIG T-ANVIL~~

Dean/18

WESTERN NAVAL ATTACK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANTI-AIRCRAFT DOCTRINE

APPENDIX TWO TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
No. 3-44

(d) Restriction to Allied Aircraft

- (1) Within the belt described in (b) above allied aircraft will fly above 5000 feet altitude.
- (2) Seaward of the 12000 yard line allied aircraft will conform to the Mediterranean Area rules governing aircraft in the vicinity of ships at sea.
- (3) Landward of the 5000 yard line allied aircraft may fly at any altitude.

(2) At Night - Rules

- (a) Time:- from 2130B (1930 GMT) on the evening of D Day until 0550B (0350 GMT) of D plus 1 and everynight thereafter between these hours, until changed by Air Task Force Commander.
- (b) Extent:- an area whose seaward limit is 12000 yards from the coast, whose landward limit is 12000 yards inland from the coast and extending along the coast between lines 12000 yards outward from the limits of beach activity.
- (c) Restrictions to AA fire both afloat and ashore: The area described in (b) above will be an IAZ between the hours listed in (a) above. (See AFHQ Air Defense Instruction No. 1, dated 15 September 1943.)

(3) In daytime - General Rules after D Day

- (a) Time:- from 0550B (0350 GMT) of D plus 1 until 2130 (1930 GMT) of D plus 1 and every day thereafter between these hours.
- (b) Extent:- an area enclosed by a line 12000 yards to seaward of the coast, a line 3000 yards inland from the coast and extending along the coast between the points where the bomblines cut the coast.
- (c) Restrictions to AA fire both afloat and ashore.
 - (1) Anti-aircraft Artillery may fire at any aircraft in the area described in (b) above not definitely recognized as friendly that flies below 3000 feet.
 - (2) Anti-aircraft Artillery will only fire at aircraft flying above 3000 feet in this area if the aircraft commits a hostile act or is recognized as hostile.
 - (3) Anti-aircraft Artillery ashore will not fire at aircraft flying outside the area described in (b) above unless it commits a hostile act or is definitely recognized as hostile. Ships to seaward of this area will obey the normal rules for anti-aircraft fire for ships at sea.

(d) Restrictions to Allied Aircraft:-

- (1) Within the area described in (b) above Allied aircraft will fly above 5000 feet altitude.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
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ANTI-AIRCRAFT DOCTRINE APPENDIX TWO TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(4) Minor Warships, Merchant ships and craft - Special Instructions.

Fire from Minor Warships, Merchant ships and craft is totally prohibited both day and night against aircraft flying within 12000 yards of the assault coast unless the ship herself is being directly attacked with torpedoes, bombs or by fighter aircraft. Outside 12000 yards from the assault coast normal rules for minor Warships, Merchant ships and craft apply except during the approach of D Day.

(5) Abolition of Special Rules

When Army, Navy and Air Force Commanders agree, these special rules for the assault area will cease being effective. Any of the three commanders concerned may take the initiative in this matter.

(c) SPECIAL LANES

(1) Corridor.

A sanctuary corridor has been established through which troop carrier aircraft may safely pass over naval forces. This corridor extends five miles on both sides of a line drawn between Position DENVER (42° 52' 20" N 10° 25' 30" E) and Position HOBOKEN (43° 19' 30" N 07° 39' 40" E), and north of a line drawn 3,000 yards off the coast at position Latitude 43° 23' 10" North, Longitude 06° 51' 30" East, paralleling the route as far as HOBOKEN.

(2) AA Gunfire.

During the hours of Troop Carrier operations, no naval or merchant vessel will fire on any aircraft in the prescribed corridor.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Underwater Defense Doctrine

APPENDIX THREE TO ANNEX OBOE TO COMMANDER
TASK FORCE EIGHTY-FIVE AND DELTA ATTACK
FORCE OPERATION PLAN NO. 3-44

1. Information

- (a) Annex DOG prescribes the formation, routing and sailing instructions for the various units of this task force.
- (b) The Assault Convoys will depart from the NAPLES area at a prescribed time in order to reach the target area in accordance with approved schedule.
- (c) No friendly submarines will operate in the Area of Command. All submarines, therefore may be treated as hostile, and vigorous action taken.

2. This Force will take necessary measures to frustrate underwater attacks in order to afford maximum safety to ships, craft and personnel.

3. Defense Measures Against Underwater Attacks.

- (1)(a) Moored Mines. Waters inside the 100 fathom area will be swept for moored mines.
 - (b) Mines dropped by Aircraft. All ships and craft are to have an adequate minewatching organization, which is to be called upon receipt of a RED warning. Ships and craft are to fix the positions of any mines seen to be dropped by aircraft and are to signal immediately the position of the ship or craft, the bearing of the splash, and the approximate range. The position is, if possible, to be marked by laying from a pulling boat a Dan buoy colored red and white, or as a substitute a red and white flag. A marker need not be laid if the water is over 30 fathoms, but the position should be reported.
 - (c) Human Torpedoes, One-Man Submarines, Limpets, etc. All ships will be on the alert for limpets of any kind and will use such small depth charges as may be available, machine guns, and any other means at their command to combat this menace.
 - (d) Circling Torpedoes. Circling torpedoes are dropped with a parachute attached. They look very similar to parachute mines while in the air. During all raids all Navy ships and all merchant ships are to place riflemen and at least one automatic gun high up in the ship to fire at circling torpedoes. In order to avoid hitting adjacent ships the angle of depression at which the guns are fired should not be less than 9 degrees, which will insure that there are no ricochets. Commanding officers and Masters are to take special precautions not to pepper adjacent ships.
- (2) Commander Escorts is assigned the task of making anti-submarine, and anti-E-boat patrol assignments for Transport Area, Approach Area, and Rendezvous Area. Annex GEORGE defines these areas. Vessels available to the escort Commander are seven PC's and 4 SC's. Patrols off the Rendezvous Area and Transport Area will be augmented from time to time as escorts report for duty.

APPENDIX THREE TO ANNEX OBOE
Underwater Defense Doctrine

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Serial: 0035(P)

~~TOP SECRET~~
~~BIG-ANVIL~~

DEAN/18

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship.

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX FIVE TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

Counter-Battery and
Anti-Searchlight Doctrine

1. Doctrine for counter-battery fire is:

(a) Prior to commencement of pre-arranged fire support schedule:

- (1) The Battleship Unit of the Fire Support Group provide counter-battery fire to neutralize coast defense batteries firing on shipping as provided in Annex KING.
- (2) After entering their designated fire support area destroyers of DesDiv NINETEEN furnish counter-battery fire as directed by Division Commander to neutralize any batteries firing on sweepers units or other craft inshore of transport areas. WP projectiles may be ordered at discretion of Division Commander to deny observation to such batteries.
- (3) Craft close inshore use machine gun fire against machine gun nests actually firing if within effective range, have due regard for other craft in line of fire, and accomplishment of primary mission.

(b) During pre-arranged fire support schedule:

- (1) Fire Support Group only furnish counter-battery fire inland and to neutralize enemy batteries firing from their sector of responsibility in accordance with Annex KING.
- (2) LCG's, LCF's and LOS's fire on beach defense guns during approach of first wave to beach.
- (3) Landing craft of first wave fire on beach defense guns until wave touches down.
- (4) After H-hour, ships and craft shall not fire on assault beaches. Fire Support Group only; furnish counter-battery fire inland and to flanks, well clear of own troops in accordance with Annex King.

(c) After completion of pre-arranged fire support schedule:

- (1) Fire Support Group only, furnish counter-battery fire on call from Shore Fire Control Parties or air observers.

2. Anti-Searchlight Doctrine:

- (a) Searchlights shall not be taken under fire unless providing effective illumination for batteries actually firing. Ships of Fire Support Group take searchlights under fire as directed by Fire Support Group Commander.

APPENDIX FIVE to
ANNEX "OEOE"

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~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/18

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Defense Plan

APPENDIX SIX TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

A. Anti-Poison Gas Instructions

1. Information

It is possible that the enemy may use poison gas in his defense against further landing on his (so called) Festung Europa.

2. This force will prepare for attack by poison gas to reduce casualties in the event such an attack is made.
3. All ships and craft will adhere closely to those instructions:
 - (a) Use of toxic gas will not be initiated by this force.
 - (b) In the event use of gas by the enemy is suspected a report will be made immediately to the task force commander.

B. Chemical Defense Equipment for Naval Personnel Landing on the Beaches

- (1) (a) Each individual will carry a gas mask (Army lightweight service mask M3-10A16 or British equivalent) with the following additional equipment in the gas mask carrier:
 1. Individual Protective Cover (cellophane cape)
 2. Eyeshields, 2 pair
 3. Ointment -- BAL for Lewisite
 4. Ointment -- either S461 or S330 for mustard
- (b) In addition, a complete protective clothing outfit will be made available to each individual. This clothing need not be worn, but it must be landed as soon as practicable and kept readily available. This outfit consists of:
 1. Impregnated suit consisting of trousers and jumper, (khaki colored)
 2. One pair impregnated woolen gloves
 3. Two pair impregnated socks
 4. Protective foot gear (shoes treated with shoe impregnite)

C. Chemical Defense Equipment for Naval Personnel Embarked in Craft that will Beach

- (1) (a) Each individual will carry a gas mask and carrier containing the material listed in paragraph B(1)(a).
- (b) A complete protective clothing outfit for each crew member will be carried in each craft that will beach. This clothing need not actually be worn, but it must be readily available. This protective clothing outfit is the same as that described in paragraph B(1)(b) except that it is blue in color. Furthermore, rubber overshoes may be worn in lieu of impregnite treated shoes.

D. The Prevention of Serious Injuries from Liquid Vesicant Gases.

- (1) Liquid vesicant gas attack is the most probable type of gas warfare that may be used against the Navy. The following precautions are thus necessary:
 - (a) If personnel contamination does occur a specific routine of self-decontamination must be accomplished within five minutes after contamination if serious eye, skin, and lung injuries are to be prevented. If there is doubt as to whether the vesicant gas is mustard, nitrogen-mustard or Lewisite the following will be an indication. Lewisite produces quickly intense pain in the eyes, while mustard or nitrogen-mustard do not.

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DEAN/18

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

Defense Plan

APPENDIX SIX TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44.

2. If battle conditions at the time of contaminations compel continuous manning of guns and battle stations, then self-decontamination must be carried out at the earliest possible moment.

Procedure of Self Decontamination for Liquid Mustard.

1. Immediately upon contamination each man will carry out all of the following self-decontamination procedures exactly and consecutively in the order given.
 - (a) Liquid mustard vaporizes from the surfaces of all objects it contaminates, including skin, clothing, equipment, etc. This vapor is injurious to the lungs and respiratory passages. Therefore, turn the face away and breathe as little as possible until the eyes and face have been decontaminated and the mask is in place as directed in (h).
 - (b) When eye shields are not worn. Wash out the eyes at once. Hold the lids open with the fingers and pour water slowly from a canteen or other uncontaminated source into one eye and then into the other eye. This must be done immediately. A delay of two minutes may result in blindness. Irrigate for at least 30 seconds and no longer than 2 minutes. If uncontaminated water is not available, use urine.
 - (c) Irrigation of the eyes is not necessary if eye shields are worn.
 - (d) Blot, do not rub, all visible liquid on the skin with the absorbent paper provided with protective ointment S-461, or with any other suitable material.
 - (e) Decontaminate the hands by covering with protective ointment S-461, followed by rubbing for 20 to 30 seconds.
 - (f) Decontaminate the face, neck and ears by covering with protective ointment S-461 and rubbing for 20 to 30 seconds. Avoid getting the ointment into the eyes as irritation will result.
 - (g) Discard the eye shield if one has been worn.
 - (h) Put on the gas mask after the face, neck and ears have been decontaminated. The mask must be on the face within 3 to 4 minutes after exposure.
 - (i) Continue decontamination by covering all untreated exposed skin surfaces with protective ointment S-461 and rubbing for 20 to 30 seconds.
 - (j) If tactical conditions permit remove contaminated clothing and dispose of them where they cannot be a source of poisonous fumes.
 - (k) If clothing has been removed decontaminate all skin surfaces that may have been contaminated by using protective ointment S-461.
 - (l) If unable to remove clothing, cover contaminated areas with the ointment.
 - (m) When conditions permit, remove all ointment and bathe with soap and water.
 - (n) Protective ointment S-461 will be used on mustard burns of the skin only before redness or blisters occur. If there is redness or blisters, blot off all excess liquid mustard but do not apply ointment S-461 as the effect will be to further irritate the area. The new protective ointment S-330, when available, may be used on mustard burns on the skin even after redness or blisters occur as it is non-irritating to the skin.

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DEAN/18

Defense Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

APPENDIX SIX TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

F. Procedure of Self Decontamination for Liquid Lewisite.

1. Self decontamination is the same as described above except:
 - (a) Ointment BAL is used instead of protective ointment S-461.
 - (b) When eye shields are not worn. Open the lids with the fingers and squeeze ointment BAL directly into the eyes and gently massage the lids. If pain prevents opening the eyes apply ointment BAL to the lids and massage it into the slits. When pain lessens and the lids can be separated squeeze ointment BAL directly into the eyes.
 - (c) Ointment BAL must remain on contaminated surfaces at least 5 minutes after which it may be removed.

G. Procedure of Self Decontamination for Liquid Nitrogen Mustards.

1. The same procedure described for liquid mustard is followed.
 - (a) Wash the ointment off at the earliest possible moment since protective ointment S-461 dissolves but does not completely neutralize nitrogen mustard.

H. Procedure of Self-Decontamination for a Mixture of Liquid Mustard-Lewisite.

1. If a mixture of mustard-lewisite is used decontaminate first for the lewisite using the BAL ointment in the eyes and on the contaminated skin. Allow the BAL ointment to remain on the skin for several minutes and then wipe off. If there is not redness apply next the S-461 ointment to the skin.

I. The Prevention of Serious Injuries from Non-Vesicant Gases.

1. For all non-vesicant gases the gas mask offers complete protection if the mask is adjusted quickly when the individual is in the presence of gas. As they are comparatively non-persistent self-decontamination is generally not necessary.

J. Chemical Defense Equipment for Naval Personnel Embarked in SHIPS that will not Beach.

1. Protective clothing outfits and gas masks (with carriers containing the material listed in paragraph B(1)(a) above) will be maintained in accessible locations about the ship for personnel embarked in ships and craft that will not beach.
2. British Naval Forces will comply, using the equivalent equipment provided by their services.
3. French liaison personnel who land during the assault will be supplied with equipment listed in paragraph B(1)(a).

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~~TOP SECRET~~
~~BIOT-ANVIL~~

DEAN/18

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
27 July, 1944: 2000

Barrage Balloon Plan

APPENDIX SEVEN TO ANNEX OBOE TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. (a) INFORMATION.

- (1) Experiences gained in past operations have proven that the extensive employment of Barrage Balloons flown from vessels in an assault convoy and at anchor in assault areas is an invaluable adjunct to the protection of shipping from dive bombing or low level torpedo attacks by aircraft.
- (2) The LCT(2) 164 and Br. Fleet Tender 6 will act as Barrage Balloon Tenders for this force.
- (3) Each U.S. and British Merchant Ship, AP, XAP, AKA, LSI, LSP, and LST will fly one barrage balloon. LCT's will fly one barrage balloon to the assault beaches.

2. This force will fly barrage balloons to defend against air attack.

3. (x) (1) Balloon Tenders service balloons and equipment pertaining thereto of the ships of this force. Fly as a distinguishing flag, British Naval Code No. 3. When requested, top up balloons and replace lost or damaged balloons. Request the services of the small boats of the LST Mother Ship, as they are required but not to exceed two boats for each tender.
- (2) Each LCT will be equipped with one barrage balloon before departure from NAPLES - SALERNO. Two enlisted men from a U.S. Army Barrage Balloon Battery will embark in each LCT. These men will handle the balloon enroute and will walk the balloon ashore upon reaching the assault beach. One hand winch will also be furnished. Fly balloons at ROH of 500 feet while in convoy. Fly at 2000 feet when preparing to beach. Balloons lost enroute to AJACCIO will be replaced upon request made to Commanding Office: U.S. Naval Detachment, AJACCIO. Due to the proximity of the AJACCIO airport to AJACCIO harbor, barrage balloons are to be close hauled during daylight hours in the AJACCIO area. At night, they will be flown as directed by the Sector Air Defense Commander at AJACCIO.
- (3) While in convoy all ships fly balloons as directed by the convoy O.T.C. While in the assault area fly balloons as directed by the force commander.
- (4) Handle, maintain balloons, and observe safety precautions in accordance with "Instructions for Handling and Maintaining Barrage Balloons", Commander Eighth Amphibious Force Training Memorandum 20-44.

APPENDIX SEVEN TO ANNEX OBOE
Barrage Balloon Plan

BIGOT-ANVIL

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

TOP SECRET
ULTRA SECRET

Serial: 0036(P)

TOP SECRET
BIGOT - ANVIL

Dean/19

SALVAGE PLAN

ANNEX PETER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION

- (a) 85.14 Combat Salvage and Fire Fighting Group -
Lt. Comdr. LePage, RCVR (NARRAGANSETT)
Lieut. J. M. Davis, USNR - Fire Fighting Officer
- (1) ATF Unit
NARRAGANSETT (F) Pinto
HMRT Aspirant,
ATHLETE, Charon
 - (2) ATA Unit
ATA 125
 - (3) YTL Unit
2 YTL
 - (4) Boom Vessel Unit
B'RHILL, Barmond
 - (5) MFV Unit
MFV 90, 105
 - (6) Shallow Water Salvage Unit - Lieut. Lewis, USNR (LCI(L) 41)
 - (a) Red Beach Section
LCI(L) 41 (S&F)
1 - LCM(3) (Ex DICKMAN)
 - (b) Green Beach Section
LCI(5) 268
1 - LCM(3) (Ex LSD)
 - (c) Yellow Beach Section
LCI(L) 43 (S)
1 - LCM(3) (Ex LYON)
 - (d) Blue Beach Section
LCI(L) 37 (S&F)
1 - LCM(3) (Ex STANTON)
1. (a) Information
- (1) Landing craft will be required to beach on unfavorable gradients.
 - (2) The restricted area of the beaches require that craft beach very close together. The landing of successive waves require the immediate removal of craft that become stranded.
- (b) Assumptions
- (1) Some landing craft will be unable to retract without assistance.
 - (2) Fires may develop in ships or craft from enemy bombing or shellfire.
2. This group will render salvage and fire fighting service to ships and craft of this Force while in convoy, in the assault area and on the beaches.
3. (a) Combat Salvage and Fire Fighting Group
- Assume control of all salvage and fire fighting activities of this Force. Employ all salvage facilities as required to combat fire or render salvage to ships or craft of this Force while in convoy, in the assault area or on the beaches.

ANNEX PETER
SALVAGE PLAN

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Serial: 0036(P)

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~~BIGOT - ANVIL~~

Dean/19

SALVAGE PLAN

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ASSAULT FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANNEX PETER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (1) ATF Unit
- (2) ATA Unit
- (3) YTL Unit

NARRAGANSETT, and HMRT ASPIRANT each take aboard one salvage officer and ten (10) men (of whom three (3) will be divers), and one (1) fire fighting officer and eight (8) men in addition to your regular crews. For salvage and fire fighting employ first the NARRAGANSETT, PINTO, and ASPIRANT. For towage utilize ATA 125, ATHLETE and CHARON. On no account will the NARRAGANSETT and ASPIRANT be required to leave the assault area for towing of damaged ships.

Upon arrival in the Transport Area standby to render assistance as required.

- (4) Boom Vessel Unit

Take aboard a large mooring buoy complete with anchor so that an additional pull can be made in the event LSTs or LCI(L)s are hard aground. Do not drop moorings until needed for a specific job. Recover the anchor and mooring after each job. Upon arrival in Transport Area standby to render assistance as required.

- (5) MFV Unit

Take station in the Transport Area and standby to render services as required.

- (6) Shallow Water Salvage Unit

Assume control, under the direction of the Commander Combat Salvage and Fire Fighting Group, of the salvage and fire fighting of this force on the beaches and in water too shallow for operation of heavier units. Dispose your unit so one junior officer will be in charge of each specific job.

- (a) Red Beach Section
- (b) Green Beach Section
- (c) Yellow Beach Section
- (d) Blue Beach Section

Upon arrival in the Transport Area all units, except the LCT(5) 268, the LCM(3) Ex DICKMAN, LYON, and STANTON proceed via the boat lanes to your respective beaches. While underway to "ABLE" Red and Green Beach Section keep 200 yards to the left, and Yellow and Blue Beach Section keep 200 yards to the right, of waves approaching the beach. Stay clear of both incoming and outgoing waves. Upon passing point "ABLE", Red and Yellow Beach Sections keep to the left, Green and Blue Beach Sections keep to the right, of their respective incoming waves. LCM(3) (Ex DICKMAN), LCM(3) (Ex LYON) and LCM(3) (Ex STANTON) proceed as directed in Landing Plan, Annex JIG. Upon completion

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~~BICET - ANVIL~~

Dean/19

SALVAGE PLAN

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANNEX PETER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

of landing mission proceed to your respective beaches and lie to at a point 200 yards off the flank. LCM(3) (Ex LSD) time your approach so as to arrive at a point 200 yards off your beach at H plus 50. All LCI(L)s time your approach so as to arrive at a point 500 yards off your respective beaches at H plus 50. Standby to assist stranded craft. A sharp lookout will be kept on the beach to anticipate any aid that may be required.

Each LCI(L) take aboard one junior salvage officer and six (6) enlisted salvage personnel in addition to your crew. LCI(L) 41 and 37 take aboard one junior fire fighting officer and six (6) men.

LCT(5) proceed as directed in Landing Plan, Annex JIG. Upon completion of landing mission proceed to a point 500 yards off the right flank of Green Beach and standby.

LCI(L) 41 render salvage and fire fighting services for Red and Green Beaches.

- (X) (1) The Restorer and Extricate are held in reserve at Calvi, Corsica for the purpose of coming forward to assist in salvage as ships are towed from the assault area.
- (2) In the event it becomes necessary to beach a damaged ship because of lack of facilities to immediately complete the salvage work, beaches on North, West, and South Coast of Corsica should be utilized.
- (3) The Beachmaster will establish the priority for removal of stranded craft.
- (4) The Beachmaster will assist the salvage group by supplying men and equipment from the beach to assist in the removal of stranded craft.
- (5) When it becomes apparent that any job is beyond the scope of the party then engaged, assistance should be requested immediately.
- (6) As complete a record as is possible will be made of:
- (a) Landing craft removed from beaches and returned to service immediately.
 - (b) Landing craft removed from beaches and delivered to ships to be taken from the area for repair.
 - (c) Landing craft left on beaches as beyond salvage or repair.

Submit reports to Commander Combat Salvage Fire Fighting Group.

ANNEX PETER
SALVAGE PLAN

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Dean/19

SALVAGE PLAN

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANNEX PETER TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

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- (7) Transfer troops and equipment from craft that are disabled or stranded off shore and land such troops and equipment.
 - (8) Employ stragglers from disabled or stranded craft in salvage of their own craft or elsewhere, as the situation demands.
 - (9) Strip all electrical, ordnance, and other gear that might be damaged by salt water, from craft that cannot be hauled from the beach.
 - (10) Return all disabled craft to their parent ship, if possible, otherwise to any ship with an empty davit. Craft beyond repair should be towed to deep water and sunk.
 - (11) All salvage craft fly the "SUGAR" flag while in the assault area.
 - (12) Insure that salvage operations do not interfere with the landing of troops or equipment.
 - (13) All ships Sortie and proceed as directed in Sortie, Convoy and Routing Plan, Annex DOG. Be prepared to render salvage or fire fighting service upon short notice to any ship or craft, from the time of Sortie until released by the Force Commander. Utilize ships or craft from the various units as the situation requires.
 - (14) Keep a sharp lookout at all times for personnel disembarked in water too deep for wading ashore and render life saving services as required.
4. Logistics in accordance with Annex "BAKER". All ships take aboard, prior to departure from the staging area, such additional salvage gear as will enable them to cope with such salvage and fire fighting situations as may arise.
5. (a) Communications in accordance with Annex "TARE".
(b) Use Zone "BAKER" time.
(c) Commander Task Force EIGHTY-FIVE in U.S.S. BISCAYNE.
(d) The short title of this plan is DEAN/19.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op-Plan 3-44.

ANNEX PETER
SALVAGE PLAN

E. J. SCHWARTZ
Flag Secretary

~~TOP SECRET~~
GrII/8thPhib/A16-3

~~TOP SECRET~~
~~BICSI-ANVIL~~

DEAN/20

MEDICAL PLAN

~~TOP SECRET~~
WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

TASK ORGANIZATION:

Note: This is a functional Task Organization for Medical Administration and does not coincide with Operation Plan Task Organization.

- (a) Area Evacuation Officer in U.S.S. BISCAYNE.
- (b) Hospital Ships - Commanding Officers.
- (c) Transport Group - Captain DIENDOIFF, U.S.N.
- (d) Landing Craft Group - Flotilla and Group Commanders and Commanding Officers.
- (e) Fire Support Group - Rear Admiral BRYANT, U.S.N.
- (f) Escort and Sweeper Group - Commander RUTH, U.S.N.
- (g) Fourth Beach Battalion - Lieut. Comdr. WALSH, U.S.N.R.

1. (a) Information

(1) Operation ANVIL is a combined Army-Navy amphibious operation in which United States and French Army Forces will be transported from friendly shores in U. S., British, and French Naval and Merchant Ships and Craft, landed on enemy held shores, and supported there until their mission is accomplished. Assault forces will be predominately American. French troops will be landed after the initial assault. Casualties will be evacuated from the assault area by sea in the early phases and transported to U. S. Army Medical Units of the rear echelon. Air evacuation will be employed to the fullest extent when airfields become available. Assembly of casualties by nationality will be effected in the rear echelon, after which French casualties will be transported to French Medical Units in North Africa. The U. S. Army will establish fixed hospitals on the assault shores as early as practicable, after which they will treat, hold, and evacuate casualties routinely in accordance with Army plans. The U. S. Army will make its own arrangements for treating French casualties landward of the assault shore high water mark. All seaward evacuation of casualties will be by the U. S. Navy during the early phases of the operation, in cooperation with the U. S. Army who will also represent the French Army.

(2) Casualty Evacuation Ships for DELTA beaches shall be APA's, XAP's, Hospital Ships, AKA's and LST's. On D Day casualties shall be evacuated seaward from the beaches to APA's and XAP's. Slightly wounded or walking casualties may be evacuated to AKA's and LST's in numbers commensurate with their medical, nursing, and messing facilities, considering the distances to disembarkation ports.

(3) U. S. Naval Medical Officers are embarked in:

- (a) Each Transport Ship
- (b) Each U. S. LST
- (c) Each LCI(L) Headquarters Ship
- (d) Each Escort Sweeper Group ACM

ANNEX QUEEN
MEDICAL PLAN

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~~TOP SECRET~~
~~BISOT-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (e) Each Fire Support Group Ship
 - (f) The U.S.S. BISCAYNE
 - (g) Each Platoon of the Fourth Beach Battalion participating.
- (4) The U. S. Navy is responsible for:
- (a) The medical care of all personnel of all services while embarked in U. S. Navy ships, or while under treatment in U. S. Navy shore-based medical units.
 - (b) The seaward evacuation of all casualties from the assault area until the U. S. Army becomes sufficiently established ashore to treat, hold, and evacuate casualties in accordance with routine Army plans.
 - (c) Keeping casualty evacuation records.
 - (d) The prompt delivery and exchange of medical supplies and equipment with beach medical units.
- (5) The U. S. Army is responsible for:
- (a) The medical care of all personnel of all services landward of the high water mark, in U. S. Army controlled Hospital Ships, and in all U. S. Army medical installations.
 - (b) Maintaining liaison with Navy Beach Battalion Medical sections required for evacuation of casualties and maintenance of records, including furnishing the Navy Beach Battalion Medical sections with a copy of the Army Casualty Record of all casualties evacuated seaward by the Army.
 - (c) Maintaining medical supply dumps at near shore ports and hards where casualties will be disembarked.
 - (d) Prompt "item for item" property exchange with the Navy on the near and far shores.
 - (e) Unloading and transporting casualties at the near shore debarkation ports.
 - (f) Transportation of casualties to the Navy Beach Evacuation Stations and for lateral transportation of casualties on the beach. Coordinate evacuation with lift available so that patients will not be brought to an exposed beach before ships are available to evacuate them.
 - (g) Notification of British and French authorities of their casualties in U. S. medical facilities.
 - (h) Furnishing daily to Commander Task Force EIGHTY (or SNOFA in the absence of Commander Task Force EIGHTY) an estimation of the number of casualties to be evacuated the following day for use in determining Hospital Ship allocations.

ANNEX QUEEN
MEDICAL PLAN

GrII/8thPhib/A16-3
Serial: 0037(P)

~~TOP SECRET~~
~~BISOT-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(i) For wounded in their custody being transported in Army DUKW's seaward to evacuation ships.

(6) Casualty evacuation by sea shall be stopped by the Naval Task Force Commander in time for craft to take shelter at any time the weather forecast indicates such action advisable.

(7) No attempt shall be made to evacuate casualties from the beaches until assault troops and equipment have been landed.

(8) Survivors, unless also casualties, are not medical cases and are NOT to be handled through the Medical Department.

(9) Medical units in the rear echelon to which casualties can be evacuated from ships are: U. S. Army, U.S. Navy, and Allied Medical Units in CORSICA, ITALY, and NORTH AFRICA.

(b) Assumptions:

(1) That all casualties, regardless of branch of service or nationality, will be much higher than previously encountered in this theatre of operations. The Medical personnel will have a heavier load both in care of casualties and in recording information regarding evacuation and deaths.

(2) That there is always a possibility of chemical warfare; therefore, treatment of vesicant agent casualties must be prepared for.

2. Medical personnel of this Task Force shall be responsible for the medical care of personnel enroute to assault beaches; they shall assist in casualty evacuation from assault beaches; they shall be responsible for the medical care of casualties being returned to shore based medical activities in U. S. Navy ships.

3. (a) The DELTA Area Evacuation Officer in U. S. S. BISCAYNE shall keep the Task Force Commander advised on the status of casualty evacuation at all times. He shall coordinate casualty evacuation for his area. His knowledge of the location of Medical Supplies and Equipment in the area will assist in its proper distribution in emergency.

(b) Hospital Ships

(1) Hospital Ships arrive off assault beaches on D plus 1 and daily thereafter. Their movements are governed and coordinated by CTF EIGHTY (or SNOA). Hospital Ships shall clear the DELTA Transport Area before sunset, in accordance with sailing orders. They shall conform to provisions of the Geneva Convention; carry reserve medical supplies including refrigerated whole blood and biologicals in accordance with Army Logistics Plan.

(2) Medical personnel in Hospital Ships shall care for all types of casualties and sick evacuated seaward to them, to the limits of ship's capacity.

ANNEX QUEEN
MEDICAL PLAN

~~TOP SECRET~~
~~EXOT-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

(3) Hospital Ships will arrive in the combat area on an automatic schedule beginning with D plus 1 and continuing through D plus 6, in accordance with the following schedule, quoted from CTF EIGHTY Operation Order 4-44, Medical Annex Plan, for all areas:

"D plus 1 -- 3 ships with patient capacity of 1,500
D plus 2 -- 3 ships with patient capacity of 1,500
D plus 3 -- 1 ship with patient capacity of 500
D plus 4 -- 2 ships with patient capacity of 1,000
D plus 5 -- 2 ships with patient capacity of 1,000
D plus 6 -- 1 ship with patient capacity of 500"

They shall report their arrivals in the combat area to Commander Task Force EIGHTY (or, in his absence, to SNOFA) who will assign anchorages for casualty evacuation.

(4) After D plus 3, Hospital Ships shall not be directed to depart for the near shore unless more than 75% loaded to capacity, but shall be directed to leave the combat area before sunset and to return the next day at sunrise to resume casualty embarkation.

(5) Beginning on D plus 7, Hospital Ships will be sailed into the combat area upon request of Commanding General, 7th Army, made directly to Allied Force Headquarters.

(6) Hospital Ships shall evacuate casualties during the automatic schedule time to the NAPLES area as directed by Allied Force Headquarters.

(c) Transports

(1) Organize medical departments and personnel to receive, treat, and evacuate such casualties as occur or are delivered to the ship.

(2) APA's and XAP's shall evacuate all types of casualties they receive on D day, or as long as they are in the combat area. These types have first priority, after Hospital Ships, as casualty evacuation ships and are available on D day whereas Hospital Ships will not be available until D plus 1.

(3) AKA's shall evacuate walking casualties to limits of capacity as long as they remain in the combat area.

(4) Transports will evacuate casualties to NAPLES or ORAN areas.

(5) Commanding Officers bring to small boat officers' and crews' attention pertinent parts of this order regarding LCVP's and small landing craft (para. 3(d) - (2) and (3)).

(d) Landing Craft

(1) LST's shall, if necessary, evacuate walking casualties in numbers commensurate with their medical, nursing, and messing facilities, and the distances to disembarkation ports. In emergencies they shall evacuate all types of casualties commensurate with their facilities. No deviation from their scheduled routes shall be permitted except as approved by Commander Task Force EIGHTY in casualty evacuation in LST's. Fly International MIKE when able to receive casualties.

ANNEX QUEEN
MEDICAL PLAN

Gr II/8thPhib/A16-3
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~~TOP SECRET~~
~~BIG-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (2) LCT's and LCVP's may be designated by the Beachmaster to evacuate casualties from the shore to ships. Their crews shall be trained in First Aid care of casualties. Their crews also shall have provided for their craft at least two litters and four blankets for each craft, in order that casualties may be cared for in the craft, or that litters and blankets may be given to the Naval Shore Party, if required ashore, or in property exchange for those brought aboard with casualties. NOTE: See subparagraph (g)(2) of this paragraph, regarding LCVP designation as casualty carriers.
- (3) In small craft experiencing casualties enroute to assault beaches, the crews shall administer First Aid to the casualty, not land the casualty, but retain him aboard for the return trip to parent ship or to a hospital ship if available, for evacuation.
- (4) Commanding Officers of LST's bring to the attention of small boat officers and crews, pertinent parts of this order concerning their duties.
- (e) Fire Support Group. U. S. Combat ships shall care for their own casualties to their limit of capacity. If overtaxed they may evacuate to Hospital Ships or to shore-based medical facilities.
- (f) Escort and Sweeper Group ships shall care for their own wounded and sick and their evacuation to near shore, or may transfer them to Hospital Ships, Transports, or LST's if required.
- (g) Fourth Beach Battalion
- (1) Medical personnel land with supplies as assigned and establish medical aid and evacuation stations. Treat, classify, and evacuate casualties. Keep a continual complete record of all casualties handled, showing:

name
rank/rate
service/serial number
organization
name of ship to which evacuated

Complete the Army evacuation forms accompanying evacuees (retain one (1) copy - send rest back to Army bringing form), showing ship to which evacuated and adding any names not shown thereon. Furnish casualty evacuation information to Corps Surgeon or Area Evacuation Officer on demand. Make U. S. Navy reports as required. Submit action report on completion of operation (advance copy to Force Medical Officer, Navy #1940) to be incorporated in Action Report of Commanding Officer, Fourth Beach Battalion. Carry out property exchange with the U. S. Army and ships in order that medical property will not become depleted. Equip each casualty with a life preserver before evacuation seaward. Do not evacuate casualties until assault troops and equipment are landed.

(2) Beachmasters shall avail themselves of every means at their disposal to transport casualties to evacuation ships, using any convenient suitable craft available. LCT's, LCVP's, DUKW's and LCI(L)'s are suitable for transportation of casualties to Hospital Ships or other casualty evacuation ships, in the order named. Each U.S. LCVP is designated to carry casualties to evacuation ships if called for by the Naval Beachmaster.

ANNEX QUEEN
MEDICAL PLAN

GrII/8thPhib/Al6-3
Serial: 0037(P)

~~TOP SECRET~~
~~REF ID: A6611~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

-
- (x) (1) All commissioned vessels keep a permanent record of all casualties handled.
- (2) Wounded Prisoner of War casualties shall be accorded the same care and treatment given Allied wounded. Their evacuation shall be under the cognizance of the Provost Marshall concerned.
- (3) The rules of the Geneva Convention shall govern all Naval Medical personnel ashore. Wear the Red Cross Brassard on the left arm. BE UNARMED! Carry identification card suitably marked with a Red Cross.
- (4) Medical personnel shall be prepared to care for casualties injured by chemical agents, particularly the vesicants such as mustard, nitrogen mustard, and Lewisite.
- (5) Casualty evacuation ships shall keep the Beachmaster informed of their status as to ability to receive casualties. This is the responsibility of the individual commanding officers concerned. When approaching near shore ports of disembarkation, casualty evacuation ships shall transmit the following information to the Port Director as soon as practicable:
- (a) number of litter patients aboard
 - (b) number of ambulatory patients aboard
- (6) Disposal of the dead - all services
- (a) Land all dead ashore (far or near) for disposal by the Army Graves Registration Service, as soon as conditions permit. A careful record of grave location (lot and number) shall be entered on NMS form "TN" and the Burial Report in the case of U.S. Naval personnel buried either by the Army Graves Registration Service or otherwise.
 - (b) Burials at sea shall be held to a minimum. In burials at sea, take all practical means of identification - recognition by friends, health record descriptive sheet, fingerprints, identification tags, dental abstracts, or marks in clothing and personal effects. In cases of unidentified dead, make prints of all ten (10) fingers, record therewith approximate height, weight, color of hair, marks and scars or other identifying features.
 - (c) Inventory personal effects of Army dead and place them in the custody of, and obtain a receipt from, the Army Officer at the port of debarkation receiving the casualties. Personal effects of Naval personnel shall be inventoried and turned over to the Supply Officer, ALNAV # 150 of 1943 is the reference directive.
 - (d) Army dead buried at sea; turn over records of burial, showing Latitude and Longitude, to the Army Officers at Port of Debarkation receiving casualties and obtain a receipt for the record delivered. Send copy of this record to Commander Eighth Fleet, Navy 1925, and Commander Eighth Amphibious Force, Navy 1940.
 - (e) Disposal of metal identification tags of casualties buried at sea - one (1) tag with remains and the other with records; burial ashore - both tags accompany the remains.

ANNEX QUEEN
MEDICAL PLAN

GrII/8thPhib/A16-3
Serial: 0037(P)

~~TOP SECRET~~
~~BICSI-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
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ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(7) Tag casualties of all services with the Army Emergency Medical Tag (form 52-b), and fill out completely - on all cases not already tagged.

(8) Tag Prisoners of War casualties same as (7) and mark tag BOLDLY with letters POW, followed by nationality; example: "POW (German)".

4. (a) Medical Supplies:

All ships and craft are self-supporting and are mutually supporting. Ships will furnish medical supplies to each other and to the beach on request (Army or Navy) and/or on order of the Area Evacuation Officer. Principle sources of medical supplies for replenishing Beach Parties will be Hospital and Transport ships and LST's in the order named. Prompt replacement or exchange of equipment (particularly litters, blankets and splints) shall be accomplished. Upon return to the near shore, obtain required resupply in amounts to replace that used on the far shore or used enroute.

(b) Medical Reports:

(1) Beach Battalion report before 2400 daily to Commander Task Force EIGHTY (or SNOFA in absence of Commander Task Force EIGHTY) showing the estimated number of casualties to be evacuated the next day - as furnished by the Beach Control Group Surgeon.

(2) Beach Battalion report emergency, at any time, to Commander Task Force EIGHTY FIVE if more casualty lift is required or if more medical supplies are required.

(3) All evacuation ships keep in triplicate a "Report of Casualty Evacuation By Sea Form", entering all casualties handled, and completing the form in its entirety. Included is:

- (a) full name
- (b) rank/rate
- (c) serial/service number
- (d) organization
- (e) time and date received aboard
- (f) date disembarked
- (g) diagnosis
- (h) treatment given while aboard
- (i) condition at disembarkation (favorable, serious, critical, dead)

Send the original to 7th Army Detachment of Patients, APO #758, duplicate to Commander Eighth Fleet, Navy 1925, and retain the triplicate in the ship's files.

(4) No report of Army casualties shall be made to the War or Navy Departments, Washington, D. C., by ships within this command.

(5) U. S. Naval casualties shall be reported by the ships, or shore bases concerned, in accordance with paragraph 3518, Manual of the Medical Department. Copies shall be mailed to Force Medical Officer, Navy 1925 and Force Medical Officer, Navy 1940.

ANNEX QUEEN
MEDICAL PLAN

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~~TOP SECRET~~
~~SECRET-ANVIL~~

DEAN/20

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

MEDICAL PLAN

ANNEX QUEEN TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

(6) Deaths of U. S. Naval personnel shall be reported in accordance with Article 908, U. S. Navy Regulations, and paragraphs 2901, 2902, 2903, and 2904, Manual of the Medical Department, Commander Eighth Fleet, Navy 1925, and Commander Eighth Amphibious Force, Navy 1940, shall be made information addressees, and copies of reports sent to above. NEXT OF KIN SHALL NOT BE NOTIFIED OF DEATHS directly, by any ship or station within this command.

(7) Hospital Ships shall report arrival in combat area to Commander Task Force EIGHTY (or in his absence, to SNOFA) and request instructions.

(8) Hospital Ships embarking casualties in the combat area shall report at 1500 to Commander Task Force EIGHTY (or in his absence, to SNOFA) evacuation facilities remaining unused and request instructions.

5. (a) Communications in accordance with Annex TARE. Use Zone BAKER time.
(b) Commander Task Force EIGHTY-FIVE is in U.S.S. BISCAYNE.
(c) The short title of this plan is DEAN/20.

B. J. RODGERS
Rear Admiral, U. S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force.

DISTRIBUTION:

Same as CTF 85 and Delta Attack Force Op Plan No. 3-44

R. W. Metzger
R. W. METSGER,
Flag Secretary.

ANNEX QUEEN
MEDICAL PLAN

~~TOP SECRET~~
~~BIG T-ANVIL~~

DEAN/21

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAINE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Prisoner of War Plan

ANNEX ROGER TO COMMANDER TASK FORCE EIGHTY-FIVE
and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

TASK ORGANIZATION

- (a) Beachmaster Red Beach.
- (b) Beachmaster Green Beach.
- (c) Beachmaster Yellow Beach.
- (d) Beachmaster Blue Beach.
- (e) U.S. and British Merchant Ships.
- (f) U.S. AKA's and British LSI's.
- (g) U.S. LST's (not hospital carriers) and all British LST's.
- (h) U.S. and British LCI's.

1. INFORMATION.

It is desirable to evacuate prisoners of war (hereinafter referred to as "P/W") in the early stages of Operation Anvil in order to take advantage of a source of military intelligence.

P/W will be evacuated seaward from beach enclosures until a port is captured.

Evacuation Ships and Craft:

The following types of ships and craft are considered available for the evacuation of P/W from the assault area:

- (a) U.S. and British Merchant Ships.
- (b) U.S. AKA's and British LSI's.
- (c) U.S. LST's which are not employed as hospital carriers, and all British LST's.
- (d) U.S. and British LCI's.

Wounded P/W, accompanied by guards, will be accepted in the ships and craft embarking our own wounded personnel.

P/W will remain in the custody of the Provost Marshal, Force 163 (Military Police Escort Guard), until debarked at rear port areas.

Ratio of Guards to P/W.

The capacity of ships and craft to evacuate P/W is governed largely by the sanitation and life saving facilities aboard in each case. The maximum number of P/W that normally may be carried in various types of ships and craft, and the ratio of guards to P/W for each type is as follows:

- (a) U.S. Merchant Ships. Those U.S. Liberty Ships which have been fitted to carry from 300 to 350 soldiers to the assault area, should lend themselves to carrying P/W in the same number in the holds. Unfitted Liberty ships should not be loaded in excess of 100.
- (b) The U. S. Navy estimates that Guards in the proportion of 5-10% P/W should be satisfactory unless a greater number of Guards is considered necessary by the Master of the ship or the officer in command of the Guard. The structural layout or arrangement of spaces in a particular ship may require an increased guard.
- (c) British Merchant Ships are permitted to take up to 500 P/W, subject to adequate proportion of guards. The British policy as to the number of guards stipulates that guards must be not less than 5% P/W and should be greater if considered necessary by the Master of the ship or the Officer in Command of the troops. The British practice in handling German P/W has been to provide a minimum guard of 12% P/W, exclusive of administrative personnel.

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Serial: 0038(P)

~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/21

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Prisoner of War Plan

ANNEX ROGER TO COMMANDER TASK FORCE EIGHTY-FIVE
and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44.

- (d) U.S. AKA's. Capacity is roughly 60 P/W. The ration of guards is 5-10% P/W.
- (e) British LSI's are troop transports. The same general policy applies as in the case of British Merchant Ships.
- (f) U.S., Br. & Greek LST's which are not fitted as auxiliary hospital carriers and engaged in evacuating wounded, may embark P/W up to space limitations, and subject to adequate proportion of guards. It is estimated that 150 or more P/W could be placed in the tank deck. Small isolated troop spaces are not suitable for P/W. Ratio of guards should be 15% P/W.
- (g) U.S. and British LCI's may carry P/W up to space limitations, and subject to adequate proportion of guards. It is estimated that 150 P/W could be carried, with a ratio of guards of 10% P/W.

The Provost Marshal will obtain life preservers for P/W from the Beach Group Commander on the beach.

The Army will provide rations for P/W and Guards embarked in Merchant Ships, and for P/W embarked in Navy ships evacuating P/W from the assault area to rear ports. The Navy is prepared to provide rations for Guards (but not for P/W) embarked in Navy ships or craft for transportation to rear ports. The Navy will provide rations for both guards and P/W embarked in Navy ships bound for overseas ports.

The Army will remove P/W promptly on return to rear port areas.

- 2. The Force will evacuate P/W in order to take advantage of a source of military intelligence and to relieve the congestion in P/W stockades.
- 3.
 - (a) Beachmaster Red Beach,
 - (b) Beachmaster Green Beach,
 - (c) Beachmaster Yellow Beach,
 - (d) Beachmaster Blue Beach.
- (1) Evacuate P/W to evacuation ships using any convenient available means.
 - (2) Ascertain from the Naval Task Force Commander (or Senior Officer Present Afloat) the identity of ships and craft designated to evacuate P/W.
 - (3) Assign boats to carry P/W and guards from the beaches to the evacuation ships where necessary.
- (e) U.S. and British Merchant Ships,
 - (f) U.S. AKA's and British LSI's,
 - (g) U.S., British, and Greek LST's (not employed as hospital carriers),
 - (h) U.S. and British LCI's.
- (1) Embark P/W and guards as directed by Beachmasters and transport them to rear port areas.

GRF/8thPhib/A16-3
Serial: 0038(P)

~~TOP SECRET~~
~~BIGG - ANVIL~~

DEAN/21

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Prisoner of War Plan


ANNEX ROGER TO COMMANDER TASK FORCE EIGHTY-FIVE
and DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

- (2) If necessary for health or sanitary reasons while on board ship, U.S. Naval ships are authorized to outfit P/W with items of clothing and small stores lists which are free of Naval insignia and distinctive marks. Issue such items only on the order of the Commanding Officer of the ship. Charge such items to Miscellaneous Expenses, and credit to Clothing and Small Stores Fund.
 - (3) Accept impounded papers and effects of P/W for transport to rear port areas only after lists of contents have been checked by ship's Commanding Officer against receipt given.
 - (4) At port of debarkation surrender on receipt to Provost Marshal having custody of the P/W all P/W papers, effects and luggage.
 - (5) If necessary arrange for disinfection of the ship with the NOIC or FOIC at the port of debarkation.
 - (x)(1) Evacuation of P/W is not to interfere with unloading.
 - (2) Evacuation of P/W is not to delay the sailing of any vessel in return convoys.
 - (3) P/W (except casualties) will not be evacuated to vessels that carry Allied casualties.
 - (4) Wounded P/W are to be evacuated in accordance with the Medical Plan, Annex QUEEN.
 - (5) P/W will be evacuated to ITALIAN and NORTH AFRICAN ports. They will not be evacuated to CORSICAN ports.
4. xxxxxxxxxxxxxxxxxxxx
5. (a) Communications in accordance with Annex TARE. Use Zone BAKER time.
 - (b) Commander Task Force Eighty-Five in U.S.S. BISCAYNE.
 - (c) The short title of this plan is DEAN/21.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and Delta Attack Force.

DISTRIBUTION

Same as for CTF 85 and Delta Attack Force OpPlan 3-44.


J. H. CARTER,
Flag Secretary.

ANNEX ROGER
PRISONER OF WAR PLAN

GrII/8thPhib/A16-3
Serial: 02(P)

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

Dean/23

NAPLES, ITALY,
27 July 1944: 2000

COMMUNICATION PLAN

ANNEX TARE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

1. Communications for this operation will be divided into three phases as follows:

- (a) Convoy Communications.
- (b) Assault Communications.
- (c) Post Assault Communications.

2. (a) Convoy Communications will be in effect from time of sailing until H minus 2-1/2 hours.

(b) Assault Communications will be effective H minus 2-1/2 hours and will remain in effect until secured by the Task Force Commander. All circuits will be manned at H minus 2-1/2 hours.

(c) Post Assault Communications - When reorganization is directed by the Task Force Commander, assault frequencies will be consolidated and as many as possible secured in accordance with the requirements of the situation as directed by the OTC. Every effort will be made at this stage to return to normal Mediterranean Communications.

The senior officer of each follow up convoy, as soon as he enters the Delta Assault Force area, will report in to the Area Unloading Control Group Commander, on 3080 Kcs. R/T or 500 Kcs W/T. The Group Commander will give all necessary unloading instructions to the convoy on this circuit. When each ship is unloaded, the commanding officer will report on 3080 Kcs R/T or 500 Kcs. W/T to the Return Convoy Control Group Commander, who will give all instructions for return convoys.

3. Communication Officers, Coding Officers, and Radio Supervisors must be thoroughly familiar with this plan and in addition should be indoctrinated in the operational plan for the entire force in order to expeditiously and efficiently perform their respective duties under all conditions.

4. General

(a) Communications for this operation will conform to basic instructions and communication doctrine for the Mediterranean Theatre supplemented by specific instructions provided in this plan.

(b) Communication Officers should have a thorough knowledge of the information contained in the following basic publications.

- (1) Annex "A" to Comnavnav Current Operation Order
- (2) Section MD of Admiralty Fleet Order S. 1/44
- (3) U.S. Navy, Communication Instructions, 1944
- (4) Mediterranean Secret Convoy Instructions (MSCI)
- (5) Mediterranean War Communications Orders (MWCO)
- (6) Mediterranean Secret General Orders (MSGO)
- (7) Mediterranean Joint Air Orders (MJAO)
- (8) USF 70-A

Dean/23

NAPLES, ITALY,
27 July 1944: 2000

COMMUNICATION PLAN

ANNEX TARE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

5. Procedure

(a) Zone Time

- (1) Zone Baker will be used for all communications within the Mediterranean Theatre. For traffic addressed to any activity outside of the Mediterranean Theatre use Zone Zebra time. The time zone must be indicated by use of proper suffix letters with time of origin (TOO) and with the time when expressed in the text.
- (2) All voice messages must have a time group at the end of the message to facilitate further reference to such messages.

(b) Combined Communication Procedure will be in accordance with instructions contained in the following publications:

CCBP 1 - Combined Radio Telegraph (W/T) Procedure
CCBP 2 - Combined Operation Signals "Q"
CCBP 3 - Combined Radio Telephone (R/T) Procedure
CCBP 5 - Combined Visual Signalling (V/S) Procedure

(c) Radio Silence

- (1) Strict radio silence will be maintained on all circuits from time of sailing until H-Hour or until it is evident beyond all doubt that all surprise has been lost. TBS and VHF equipment may be used for emergency tactical and maneuvering signals and radar reports, during radio silence. Unnecessary chattering on the TBS will not be sanctioned.
- (2) During passage, submarine contacts or definitely confirmed sightings of enemy forces shall be reported via visual means, if the contact is of such a nature as to jeopardize the Force, unless positive action is immediately taken, then a brief report will be transmitted by radio (R/T) to the Task Force Commander.
- (3) Breaking of radio silence by one ship does not authorize others to do likewise.

6. Radar Silence

Radar silence will be maintained during passage on Air Search Radars by all ships except the Force Flagship, F.D. ships and Radar Guardships.

No restriction will be observed on surface search radar.

7. Recognition

Will be in accordance with standard practice. Refer to Appendix 6 to this Annex.

8. Cryptographic Aids

- (a) Registered Publications and Cryptographic Aids held for the assault shall be in accordance with Appendix 4 to this Annex.

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

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-
- (b) Coding and Signal Officers must be thoroughly familiar with the use of all publications held by the vessel or command to which they are attached.
 - (c) Commanding Officers and Communication Officers shall make it their personal responsibility to see that the physical security of cryptographic devices is not compromised. Extreme care must be exercised by all communications personnel to prevent the accidental loss of Registered Publications. In the event of sinking or foundering, it is the responsibility of the Commanding Officer to see that publications are destroyed or thrown overboard in weighted bags if in water deep enough to prevent salvage by the enemy. "Publications" includes all plans, registered publications and operation orders for this operation. A statement of destruction will be required in the Action Report to the Task Force Commander.
 - (d) Attention is directed to the fact that the fullest use may be made of plain language on voice circuits during the assault; however names of ships and officers must not be mentioned over the air in plain language. Do not pass anything in plain language that will reveal information of value to the enemy.
 - (e) Exigencies of the situation will govern the method of transmission to be used.

For Maximum Speed - NO SECURITY - Use plain language.

For Maximum Security - Minimum Speed - Encrypt message.

9. Authentication

Authentication will be in accordance with instructions contained in Appendix 2 to this Annex.

10. Visual Signalling

Visual signalling will be in accordance with Appendix 6 to this Annex.

11. Time Signals

The Task Force Commander will make a time signal by flag hoist on the afternoon of D-1 day for the purpose of synchronizing all clocks. Senior officers make such time signals as necessary thereafter.

12. SCR 509/10 Radios

All landing craft that have SCR 509/10 radios will turn radios and spare batteries in to the LST '53 "Mother Ship" prior to their departure from the Assault Area.

13. Beachmaster Communications

Beachmasters must make every effort to establish communications on their respective circuits as soon as possible after their equipment arrives on the beach.

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Beachmaster should furnish 1 radioman and 1 signalman for his Traffic Control Boat and Assistant Traffic Control Boat.

Traffic Control and Assistant Traffic Control Officers will use SCR 509 radios previously used by Wave Commander in the same boats.

14. Radio Operation

(a) Power Output and Tuning

In order to reduce interference caused by the crowded frequency spectrum, minimum power output consistent with efficient and reliable communications will be used on transmitters at all times. Utmost care will be employed in tuning transmitters and receivers to an exact "zero-beat" to the Net Control station of the circuit.

(b) Inoperative Equipment

Whenever a radio set becomes inoperative on the beach or on board ship, this fact will be communicated as soon as possible to the Net Control station of the circuit involved. The commanding officer will make this report on any other circuit available, relaying as necessary.

15. Air Raid Alerts

(a) During passage air raid alerts will be passed by the F.D. ships on the Convoy R/T Wave 2410 Kcs and on the TBS circuit. Radio Silence will be automatically lifted in the event of actual attack on the convoy.

(b) In the Assault Area, air raid alerts will be passed on the Attack Force Voice Circuit 2810 Kcs and TBS 72.5 Mcs.

(c) Refer to Appendix 8 to this Plan for special Air Raid Warning Signals.

16. Intelligence Shore Party

Messages from the Shore Intelligence Party to the Commander of the Task Force will be handled through the Main Beachmaster Communication Officer who will encode same in the appropriate system.

17. Relaying Messages

Occasionally it is impossible to obtain direct contact with a desired station due to physical obstructions particularly on the SCR 509 radios. When this condition exists every effort should be made to relay the message through another station.

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18. Frequency Plan

All ships and commands of this Force will take steps immediately to test and calibrate their radio equipment in accordance with the Frequency Plan, Appendix 3 to this Annex. Test transmissions on all frequencies will be made by the Force Flagship, dates and time of test will be passed by other means.

All stations will carefully zero-beat their receivers to these transmissions, then tune their transmitters to the correct frequency on their receivers and lock dials in position. Dial settings will be logged for future reference.

Test transmissions will be made by the FOX method, no receipt will be made. All equipment must be tested and set on frequency prior to sailing.

19. Commander Task Force EIGHTY-FIVE in U.S.S. BISCAYNE.
The short title of this plan is DEAN/23.

D. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

APPENDICES:

- 1 - Call Signs
- 2 - Authentication
- 3 - Frequency Plan
- 4 - Publications
- 5 - Radar and IFF
- 6 - Visual and Recognition
- 7 - Reports
- 8 - Special Signals
- 9 - Gunfire Support Communication Plan

DISTRIBUTION:

Same as for CTF 85 and Delta Attack Force Operation Plan No. 3-44

E. J. Schwartz
E. J. SCHWARTZ,
Flag Secretary.

ANNEX TARE
COMMUNICATION PLAN

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CALL SIGNS

APPENDIX ONE TO ANNEX TAFE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

1. Explanation of Use

(a) Special operation call signs are of two types:

- (1) Number-letter-number call signs assigned in the MEDITERRANEAN Call Sign Book. These are assigned not only to naval units but to other services as well. These will normally be used by all ships and authorities to which assigned for radio, visual and radio-telephone.
- (2) Self evident call signs described in paragraphs (c) and (d). These will be used by ships or craft having no special call assigned in the MEDITERRANEAN Call Sign Book or by vessels performing special duties such as traffic control.

(b) Combined British - U.S. calls (letter-number-letter-number) for ships and authorities may be used where necessary to avoid confusion.

(c) Call signs for all British and U.S. landing ships and craft will be an assigned letter for each type followed by the hull number of the ship or craft. British and U.S. Craft will generate their calls as follows:

HDML - - - - - Q	LCM - - - - - M
LCA - - - - - A	LCN - - - - - N
LCC - - - - - C	LCS - - - - - J
LCF - - - - - F	LCT - - - - - Y
LCG - - - - - G	LCT(R) - - - - - R
ICH - - - - - H	ML - - - - - Q
LCI - - - - - I	LST - - - - - L
PC - - - - - P	ATA - - - - - ATA
SC - - - - - P	FT - - - - - FT
YMS - - - - - YMS	MFV - - - - - MFV
YT - - - - - YT	
YTL - - - - - YTL	

All followed by hull number of ship or craft.

(d) Call Signs for boat control and ship-shore communications are formed as in the following examples:

Messenger Boat No. 1 Red Beach-----	MGR1
Beachmaster Red Beach -----	BMR
Demolition Unit Control Vessel Red Beach -----	DCR
*Demolition Unit Number 1 -----	DU1
Salvage Boat Red Beach -----	SAR
#Demolition Section Leader -----	DSL
Shallow Sweep Control Vessel Red Beach -----	MCR
Shallow Sweep Boat Red Beach -----	MSR
Rocket-Smoke Support Boat No. 1 Red Beach -----	RSR1
Rocket-Smoke Support Boat No. 2 Red Beach -----	RSR2
1st Wave Control Vessel Red Beach -----	1CR
2nd Wave Control Vessel Red Beach -----	2CR
1st Wave Commander Red Beach -----	1WR
2nd Wave Commander Red Beach -----	2WR
Traffic Control Boat Red Beach -----	TBR
Asst. Traffic Control Boat Red Beach -----	ABR
Boat Group Commander Red Beach -----	BGR
LCM Smoke Boat No. 3 -----	PUFFER 3

APPENDIX ONE TO ANNEX TAFE
CALL SIGNS

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Assistant Boat Group Commander Red Beach ----- AGR
Scout Boat Red Beach ----- SBR
#Boat Flotilla Commander ----- BFC
#Main Beachmaster ----- MBM
Support Wave Control Vessel ----- SWR

* - Numbers designating units (instead of letters standing for beach colors) will be added to this call.

- These calls are used as given here for all beaches, with no changes of letters.

- (1) Vessels shifting to another beach than the one to which they were originally assigned will receive their new call sign from the new Beach Assault Group Commander. It will be generated by adding number 1 (or 2, 3, etc.) to the normal call sign.
- (2) Vessels assigned to operate jointly on Red and Green Beaches will generate their call sign as though they were operating on Red Beach; those assigned to work jointly on Blue and Yellow will use Yellow Beach calls.
- (3) To indicate beaches of other colors - GREEN, BLUE, YELLOW - the first letter of the color will be substituted for the "R" in the above examples: EXAMPLE - Beachmaster, YELLOW BEACH - DMY.
- (4) If beach is subdivided, such as RED 1, RED 2, RED 3, the number is to be added to the call sign. EXAMPLE - Beachmaster RED beach 1 - BMRL.
- (e) Reference vessels, salvage vessels, and craft group commanders of particular beaches shall use the call sign assigned (number-letter-number) as in paragraph (a)(1), or as in paragraphs (c) and (d) type letter followed by hull number, whichever is appropriate.
- (f) Call signs for the Shore Fire Control Parties are generated as follows:

Army Gunfire Spotter Afloat of SFCP No. 19 ----- BD19
Army Gunfire Spotter Ashore of SFCP No. 19 ----- FC19
Naval Gunfire Liaison Spotter Ashore SFCP No. 19 ----- LO19
Senior Naval Gunfire Liaison Officer Task Force 85 --- SLO2

Firing Support Units will use their own individual call signs as listed in the MEDITERRANEAN Call Sign Book, except in communicating with spotting planes when call signs from Appendix 9 to this Annex will be used. Call signs for planes doing air-spot work will be found in Appendix 9 to Annex TARE.

- (g) The same special operational call sign will be used for V/S, W/T and R/T.

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-
- (h) Special operational call signs shall not be encrypted and shall not be used on messages going outside the theatre of operations. Plaindress will generally be employed.
 - (i) When necessary to pass a message originated by one service over a channel operated by another service, the call signs and procedure used will be that of the service operating the channel. Delivery instructions will be inserted in which the call sign of the addressee will be followed by one of the following suffixes:

- /N for a Navy addressee
- /A for an Army addressee
- /F for an Air Force addressee
- /S denotes that the station is an Army Headquarters Afloat

EXAMPLE: DMR V 2T3 - T - FMG/A 241630B GR_____BT

This is to assist in rapid delivery to the correct authorities and to avoid confusion between call signs of similar types.

- (j) Some special call signs have been set aside as spares for future assignment.
- (k) Special operational call signs and systems will come into force at time of sailing.

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Authentication

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1. Definition.

- (a) Authentication - A security measure designed to protect a communication system against fraudulent messages and other transmissions originated by the enemy with the intention of causing erroneous action, damage, or confusion, or of inducing the disclosure of important information.
- (b) Challenge and Reply - A procedure used for station authentication in which two or more stations exchange authenticators.
- (c) Time Element - A time used in determining an authenticator; either the time of origin of a message, or the time of a transmission.
- (d) Test Element - A letter or digit used as one of the elements in determining an authenticator.

2. Use of.

- (a) Authentication shall be used only when identification is necessary and not as a routine procedure.

3. Publications Used.

- (a) The currently effective edition of CCBP 0122 will be used exclusively for authentication. This publication is held by all Class I holders and above, Royal Navy Corvettes and above, British and U.S. Army Battalion Headquarters and above.

4. Method employed.

- (a) In CCBP 0122 the "First Method" listed on page III under "Challenge and Reply" is the only method to be used.
- (b) Use of this method is not limited to messages in plain language or low grade cypher as indicated in paragraph 2, page II of the basic publication.
- (c) The "First Method" is authorized for Navy and Joint use employing the effective edition.

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AUTHENTICATION

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Frequency Plan

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- A. Convoy Frequencies are effective from sailing time until H minus $2\frac{1}{2}$ hours.

During passage all ships and craft guard as many of the following circuits as their equipment permits (listed in order of priority):

- (a) Convoy R/T Wave 2410 Kcs
- (b) Area Broadcast
- (c) Port Wave CW
- (d) TBS Voice

- B. Assault Frequencies are effective H minus $2\frac{1}{2}$ hours. Each frequency has been assigned a letter number designator which must be used instead of figures when referring to frequencies in a dispatch (Plain or encrypted).

- N1A Red Beach Boat Control SCR 509 channel A1 20.1 Mcs

R/T (FM) guarded by Red Beachmaster, all vessels assigned to Red Beach who hold SCR 509's, Red Beach Assault Group Commander. Intercept watch by Task Force Commander. Refer to Boat Control Diagram. Control by Beachmaster.

- N1B Green Beach Boat Control SCR 509 channel A32 23.2 Mcs

R/T (FM) guarded by Green Beachmaster, all vessels assigned to Green Beach who hold SCR 509's, Green Beach Assault Group Commander. Intercept watch by Task Force Commander. Refer to Boat Control Diagram. Control by Beachmaster.

- N1C Yellow Beach Boat Control SCR 509 channel A34 23.4 Mcs

R/T (FM) guarded by Yellow Beachmaster, all vessels assigned to Yellow Beach who hold SCR 509's, Yellow Beach Assault Group Commander. Intercept Watch by Task Force Commander. Refer to Boat Control Diagram. Control by Beachmaster.

- N1D Blue Beach Boat Control SCR 509 channel A46 24.6 Mcs

R/T (FM) guarded by Blue Beachmaster, all vessels assigned to Blue Beach who hold SCR 509's, Blue Beach Assault Group Commander. Intercept Watch by Task Force Commander. Refer to Boat Control Diagram. Control by Beachmaster. Blue Beach 2, Beachmaster and craft also guard this circuit.

- N1E Common Channel - Salvage and Demolition SCR 509 channel B 57 25.7 Mcs

R/T (FM) This channel is common to all SCR 509's in this Task Force. It may be used in emergency by any vessel unable to make contact on its assigned beach frequency or by any vessel ordered from its assigned beach to a new beach. This circuit is guarded by all Beachmasters, Shallow-Water Salvage Vessels, Commander Salvage Group, and Demolition Units. Intercept Watch by Task Force Commander. Refer to Salvage - Demolition Circuit Diagram. Control by Salvage LCI(L) 41. Smokers (LCM-3's) will also guard this channel.

- N2A Red Beach Craft Control - 3250 Keys

R/T - This circuit is for control and movement of landing craft going into Red Beach, it is guarded by the Beachmaster and all ships and craft assigned to Red Beach, Red Beachmaster, Assault Group Commander and Task Force Commander. Control by Assault Group Commander. Refer to Craft Control Diagram.

- N2B Green Beach Craft Control - 3670 Kcs

R/T - This circuit is for control and movement of landing craft assigned to Green Beach. It is guarded by all ships and craft assigned to Green Beach, Green Beach Assault Group Commander, Green Beachmaster, and Task Force Commander. Control by Assault Group Commander. Refer to Craft Control Diagram.

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- N2C Yellow Beach Craft Control - 3080 Kcs
R/T - This circuit is for control and movement of landing craft assigned to Yellow Beach. It is guarded by all ships and craft assigned to Yellow Beach, Yellow Beach Assault Group Commander, Yellow Beachmaster, and Task Force Commander. Control by Assault Group Commander. Refer to Craft Control Diagram. Incoming and outgoing convoys will report on this frequency to the Unloading Control Group Commander and Return Convoy Control Group Commander respectively.
- N2D Blue Beach Craft Control - 3475 Kcs
R/T - This circuit is for control and movement of landing craft assigned to Blue Beach. It is guarded by all craft assigned to Blue Beach, Blue Beach Assault Group Commander, Blue Beachmaster, and Task Force Commander. Control by Assault Group Commander. Blue Beach 2, Beachmaster and craft will also guard this frequency. Refer to craft Control Diagram.
- N3 Flagship to Beach U.S.S. BISCAYNE - 4295 Kcs
W/T - This is guarded by Main Beachmaster and Beachmasters of Red, Green, Yellow, Blue and Blue 2 Beaches. It is a direct circuit between Beachmasters and the Force Flagship. Control by Task Force Commander.
- N4 Attack Force Command - 2400 Kcs
W/T - This circuit is guarded by Commander of the Task Force and all Task Group Commanders.
- N4A Attack Force Command Alternate - 8160 Kcs
W/T - This circuit is available as a replacement or overflow circuit for N4. It will be guarded as directed by the Task Force Commander.
- N5 Attack Force Voice - 2810 Kcs
R/T - All ships and craft with sufficient equipment will guard this circuit. It is the only two way circuit common to all vessels. Raid Warnings will be passed on this circuit. Unit Commanders must make arrangements for relaying information passed on this circuit to all to all vessels of their command who are unable to guard this frequency.
- N5A Attack Force Voice Alternate - 3330 Kcs
R/T - Same as N5 but will not be used unless directed by Commander of the Task Force.
- N6A-I SFCP SCR 284
W/T - Refer to Appendix 9 to this Annex, SHORE FIRE CONTROL FREQUENCIES; also refer to Annex "KING", GUNFIRE SUPPORT PLAN.
- N7A-I SFCP SCR 609
R/T - Refer to Appendix 9 to this Annex, SHORE FIRE CONTROL FREQUENCIES; also refer to Annex "KING", GUNFIRE SUPPORT PLAN.
- N8A Common Bombardment Calling Wave - 5640 Kcs
W/T - Guarded continuously by Task Force Commander, Commander Fire Support Group and by Fire Support vessels unassigned to a given SFCP or Fire Support vessels unable to communicate with their assigned SFCP's. It should be guarded by Division Artillery Headquarters when established ashore and by any SFCP not assigned to a Fire Support vessel or any SFCP unable to communicate with its designated Fire Support Ship. Refer to Appendix Four of Annex "KING", also to Appendix 9 of this Annex.

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- N8B Division Artillery (FM) Common - 28.8 Mcs
R/T Guarded by Division Artillery Headquarters and CUB Spotting planes, all
Gunfire Support ships and SFCP's. Refer to Appendix Four of Annex "KING" of
this plan, also to Appendix Nine of this Annex.
- N9A
-J Air to Ship Plane Spotting Circuits
R/T Guarded by Cruisers and above, and spotting planes. Refer to Appendix
Nine of this Annex and to Annex "KING" for details.
- N10 Common Screening Group - 2436 Kcs
W/T Guarded by all vessels assigned to screening duty, Commander Screen Group
and Commander Screen Units. This circuit is common to all screening vessels
in this operation. Vessels originally doing Control and Reference duty will
switch to this circuit on assuming screening duty.
- N11 Radar Reporting (Primary Circuit) - 34.35 Mcs
R/T FM - This circuit will be guarded only by Radar Guard ships and FDO ships.
- N12 Radar Reporting (Secondary Circuit) - 2610 Kcs
W/T - This is a standby circuit guarded the same as circuit N11.
- N13A Attack Force Fox (Assault Area) - 369 Kcs
W/T - This will be a FOX broadcast from Commander 8th. Fleet. It will be
guarded by all vessels that have sufficient equipment to guard same.
- N13C Area Fox
W/T-Ships guard the appropriate Area Broadcast for the area in which they are
operating.
- N13F Senior Officers' Broadcast - 445 Kcs/6340 Kcs/10085 Kcs
W/T High command channel, guarded by Flag Officers only.
- N14 TBS Voice - 72.5 Mcs
R/T - This is a tactical and area warning circuit guarded by DD's, AMs, and
above. British ships do not have TBS but some have TBY's that can operate
on this frequency. Administrative traffic must not be sent on this circuit.
Ships assuming gunfire support duty will shift to Circuit N32(65.34 Mgs.)
- N17 Admirals Wave - 4740 Keys
W/T - This is a ship to shore circuit guarded by Destroyers and above. Shore
stations maintain a continuous guard on this frequency.
- N18 Salvage Group - 1700 Kcs
R/T - Guarded by Commander Salvage Group, Senior Officer Shallow-Water
Salvage (LCI 41) and all vessels of the Salvage Group with equipment to
guard this frequency. Used for tactical, operational and administrative
traffic.
- N19 Transport Group - 3760 Kcs
W/T - Guarded by Commander Transport Group and all ships of the Transport
Group. Used for operational, tactical and administrative traffic within the
Group.
- N20 Mining and Sweeping Group - 2076 Kcs
R/T Guarded by Commander Mining and Sweeping Group and all vessels of this
Group with equipment covering this frequency.

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- N21 Mining and Sweeping Group (MN) Circuit - 30.14/32.86 Mcs
R/T Guarded by those ships of the Mining and Sweeping Group who hold MN equipment. Commander of the Mining and Sweeping Group will relay traffic from other channels to those ships who hold only MN radio equipment.
- N22 Commercial or Distress Frequency - 500 Kcs
W/T - This is the only circuit common to all merchant ships, British LSI's Naval vessels. It will be used for tactical or emergency use only.
- N23 Port Wave - 2150 Kcs
W/T - All ships and craft are required to guard this wave for two hours before entering and one hour after leaving harbor. This circuit is guarded continuously at Fighter Sector Headquarters ashore for reception of "HELP" messages. It is also used for transmission of Red Warnings from Shore Stations. A guardship of each convoy should be assigned to continue guarding this frequency while at sea.
- N24 Coastal Guard (Ship to Plane) V/HF Channel "A" - 112.86 Mcs
R/T - This circuit is also known as Fighter V/HF Command Guard. It is used for communications between ships and planes of the Fighter cover. All ships with SCR 522 equipment guard this circuit.
- N25 Inter FDO Wave V/HF Channel "B" - 103.725 Mcs
R/T Guarded by Fighter Director and Radar Guardships. Used primarily to provide a channel for communications between Fighter Directory to officers.
- N26 Air Force World Guard V/HF Channel "C" - 116.1 Mcs
R/T - This channel is used by Fighter Director Ships when controlling shore based fighters. It is guarded by the Air Force and Royal Air Force high speed rescue launches.
- N27 British Fleet Inter-Ship Wave V/HF Channel "D" - 118.98 Mcs
R/T - This is an inter-ship circuit used by the Royal Navy the same as TBS is used in the U.S. Navy. Ships with SCR 522 equipment may use this frequency for communications with units of the British Fleet for tactical or operational traffic.
- N28 Convoy R/T Wave - 2410 Keys
R/T - All ships while in convoy shall guard this frequency. Raid alerts and contacts are reported on this circuit. It is used also for inter-communications within the convoy in an emergency. A/S aircraft escorting convoys guard this frequency.
- N29 Inter-Division Main Beachmaster Circuit - 4780 Keys
W/T - This circuit will be guarded by Commander Task Force, Commander Beach Battalions and all Main Beachmasters.
- N30 Rear Link (See ComNavNAW Operation Order).
W/T
- N31 Fire Support Group - 430 Kcs
W/T - Guarded by Commander Fire Support Group, and all vessels of Fire Support Group except LCF's.

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N32 Fire Support Group Voice - TBS - 65.34 Mgs
R/T - Guarded by Commander Fire Support Group, and all vessels of Fire
Support Group. Vessels assuming screening duty will shift from this fre-
quency to the common TBS frequency - 72.5 Mgs.

ASSAULT FREQUENCY SCHEDULE

<u>DESIGNATOR</u>	<u>CIRCUIT</u>	<u>FREQUENCY</u>
N1A	R/T Red Beach Boat Control SCR 509 Channel A1	20.1 Mcs
N1B	R/T Green Beach Boat Control SCR 509 Channel A32	23.2 Mcs
N1C	R/T Yellow Beach Boat Control SCR 509 Channel A34	23.4 Mcs
N1D	R/T Blue Beach and Blue Beach 2 Boat Control SCR 509 Channel A46	24.6 Mcs
N1E	R/T Common Channel - Salvage and Demolition Channel B57	25.7 Mcs
N2A	R/T Red Beach Craft Control	3250 Kcs
N2B	R/T Green Beach Craft Control	3670 Kcs
N2C	R/T Yellow Beach Craft Control	3080 Kcs
N2D	R/T Blue Beach and Blue Beach TWO Craft Control	3475 Kcs
N3	W/T Main Beachmaster (Ship to Beach)	4295 Kcs
N4	W/T Attack Force Command	2400 Kcs
N4A	W/T Attack Force Command Alternate	8160 Kcs
N5	R/T Attack Force Voice	2810 Kcs
N5A	R/T Attack Force Voice Alternate	3330 Kcs
N6A-I	W/T Shore Fire Control Circuits SCR 284	See Appendix Nine to this Annex; also Annex "KING".
N7A-I	R/T Shore Fire Control Circuits SCR 509	See Appendix Nine to this Annex; also Annex "KING".
N8A	W/T Common Bombardment Calling Wave	5640 Kcs
N8B	R/T Division Artillery FM Common	28.8 Mcs
N9A-J	R/T Air to Ship Plane Spotting Circuits	See Appendix Nine to this Annex; also Annex "KING".
N10	W/T Common Screening Group	2436 Kcs

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WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship
NAPLES, ITALY,
27 July, 1944: 2000

DEAN/23

Frequency Plan

APPENDIX THREE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

<u>DESIGNATOR</u>	<u>CIRCUIT</u>	<u>FREQUENCY</u>
N11	R/T Radar Reporting (Primary Circuit)	34.35 Mcs
N12	W/T Radar Reporting (Secondary Circuit)	2610 Kcs
N13A	W/T Attack Force Fox (Assault Area)	369 Kcs
N13C	W/T Area Fox	Freq. for Area Concerned.
N13F	W/T Senior Officer Broadcast	445 Kcs/6340Kcs/10085 Kcs
N14	R/T TBS - Voice Circuit	72.5 Mcs
N17	W/T Admirals Wave	4740 Kcs
N18	R/T Salvage Group	1700 Kcs
N19	W/T Transport Group	3760 Kcs
N20	R/T Mining and Sweeping Group	2076 Kcs
N21	R/T Mining and Sweeping Group MN Circuit	30.14/32.86 Mcs
N22	W/T Commercial or Distress Frequency	500 Kcs
N23	W/T Port Wave	2150 Kcs
N24	R/T Coastal Guard (Ship to Plane) V/HF Channel "A"	112.86 Mcs
N25	R/T Inter F.D.O. Wave V/HF Channel "B"	103.725 Mcs
N26	R/T Air Force World Wide Guard V/HF Channel "C"	116.1 Mcs
N27	R/T British Fleet Inter-Ship Wave V/HF Channel "D"	118.98 Mcs
N28	R/T Convoy R/T	2410 Kcs
N29	W/T Inter-Division Main Beachmaster	4780 Kcs
N30	W/T Rear Link	(See ComNavNAW Operation Order).
N31	W/T Fire Support Group	430 Kcs
N32	R/T Fire Support Group - TBS	65.34 Mgs

DEAN/23

Communication Plan

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY,
27 July 1944: 2000

APPENDIX THREE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN

NO. 3-44

DEMOLITION - SALVAGE CIRCUIT NLE

Voice - SCR 509 Channel B-57 (25.7 Mags.)
(This is a circuit diagram and not a tactical plan)

RED BEACH

Beachmaster
Demolition Unit
Control Vessel -
Demolition Unit No. 1
Salvage Boat (ICM)
Salvage ICI No. 268

GREEN BEACH

Beachmaster
Demolition Unit
Control Vessel
Demolition Unit No. 2
Salvage Boat (ICM)

YELLOW BEACH

Beachmaster
Demolition Unit
Control Vessel
Demolition Unit No. 3
Demolition Unit No. 4
Salvage Boat (ICM)
Salvage ICI No. 43

* BLUE BEACH

Beachmaster
Demolition Unit
Control Vessel
Demolition Unit No. 5
Demolition Unit No. 6
Salvage Boat (ICM)
Salvage ICI No. 37

% Senior Officer Shallow Water
Salvage - ICI No. 41

Shallow Water Sweep Control Vessels
Leading Shallow Water Sweep Boats
Demolition Section Leader
Commander Salvage Group
Smoker ICM's
Commander Transport Group (CTG 85.3)
Transport Section No. 2 (TU 85.3.2)
Commander Division Reserve (CTG 85.8)
Commander Corps-Division Groups (CTG 85.9)
Scouts

NOTE: SCR 509 Sets of above parties will have their Channel "A" for the particular beach to which they are originally assigned. Salvage and Demolition units will switch to their "A" Channel only when necessary. Reserve Transports and Commanders of Reserve Groups will guard their "A" Channel if working on the beach where that channel is used.

* NOTE: Blue Beach No. 2 Beachmaster, and Beach Assault Units will guard the same frequency as Blue Beach.

% NOTE: Net Control Station.

NOTE: All stations shown are on Common Frequency.

WESTERN NAVAL TASK FORCE
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Communication Plan

APPENDIX THREE TO ANNEX TARE TO COMMANDER TASK FORCE
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CRAFT CONTROL CIRCUITS - VOICE
(This is a circuit diagram and not a tactical plan)

RED BEACH
*N24-3250 Kcys.

GREEN BEACH
*N2B- 3670 Kcys

YELLOW BEACH
*N2C 3080 Kcys.

BLUE BEACH
*N2D 3475 Kcys.

Beachmaster
ICT's Red Beach
ICT's Red Beach
IST's Red Beach
ICG's Red Beach
#Control Vessels
Red Beach
Red Beach Assault
Group Commander
ICT(R)'s Red Beach
GTF 85
ICF Red Beach
ICG Red Beach

Beachmaster
ICT's Green Beach
ICT's Green Beach
IST's Green Beach
ICG's Green Beach
#Control Vessels
Green Beach
Green Beach Assault
Group Commander
GTF 85

Beachmaster
ICT's Yellow Beach
ICT's Yellow Beach
IST's Yellow Beach
ICG's Yellow Beach
#Control Vessels
Yellow Beach
Yellow Beach Assault
Group Commander
U.S.S. LYON
U.S.S. PROCTON
GTF 85

Beachmaster
ICT's Blue Beach
ICT's Blue Beach
IST's Blue Beach
ICG's Blue Beach
#Control Vessels
Blue Beach
Blue Beach Assault
Group Commander
U.S.S. STANTON
U.S.S. DICKMAN
U.S.S. ARCTURUS
GTF 85
ICF Blue Beach
ICG Blue Beach

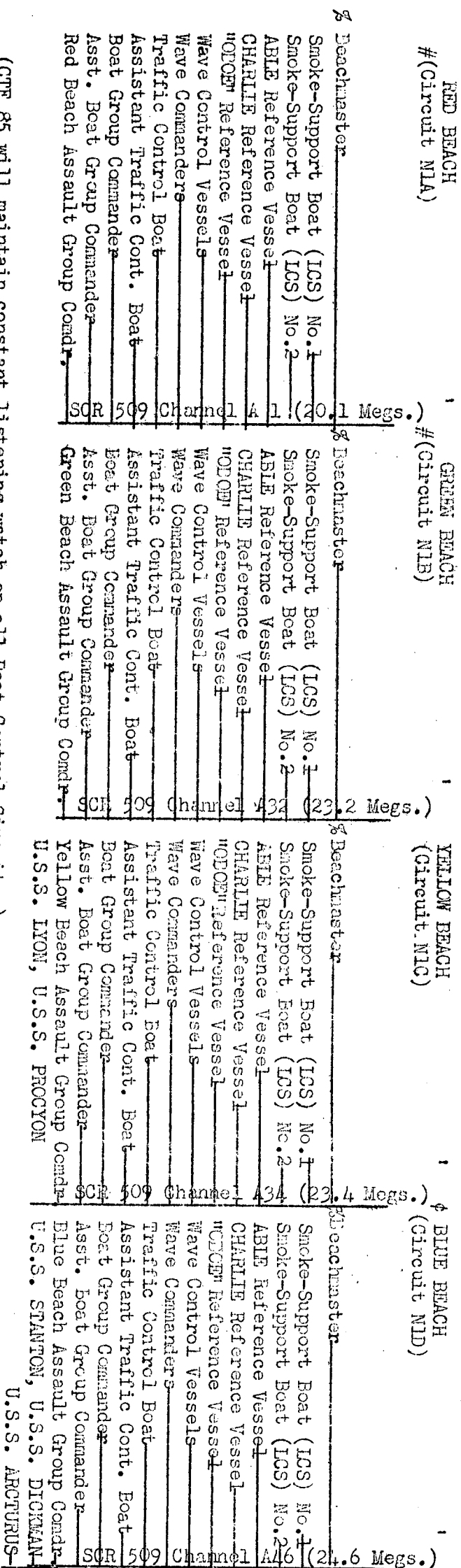
* NOTE: Ships and craft will shift frequencies to the appropriate circuit as needed when they change the beach which they are unloading.

NOTE: Control Vessels will be on Craft Control circuit while carrying out control function. They will request permission from their respective Assault Group Commander before securing from this circuit to assume other duties. They will then shift to Guard Screening or other frequencies as required.

@ NOTE: Net Control Station.

† NOTE: Blue Beach No. 2 units and craft will guard the Blue Beach frequency.

* BOAT CONTROL CIRCUIT DIAGRAM SCR 509 VOICE (This is a circuit diagram and not a tactical plan.)



(CTF 85 will maintain constant listening watch on all Boat Control Circuits.)

* NOTE: All SCR 509's have Common Channel B 57 (25.7 Megs.) which is used for Circuit N 1 E. This Common Channel is guarded by beachmaster, Salvage Vessels, Demolition Units. Any vessel shifting to another beach from one originally assigned will shift to common channel. Scouts and Shallow Water Sweeping Units are also on N1E Common Channel.

NOTE: Vessels assigned to operate jointly on Red and Green Beaches will use Red Beach Channel. Vessels operating jointly on Yellow and Blue Beaches will use Yellow Beach Channel. This does not include Reference Vessels.

‡ NOTE: Blue Beach No. 2 Craft and Units will use same frequency as Blue Beach.

% NOTE: Net Control.

ASSAULT RADIO CHANNEL CHART

Channel Designations	Channel Name	N1A Red Beach Boat Control	N1B Green Beach Boat Control	N1C Yellow Beach Boat Control	N1D Blue Beach Boat Control	N1E Salvage-Demolition	N2A Red Beach Craft Control	N2B Green Beach Craft Control	N2C Yellow Beach Craft Control	N2D Blue Beach Craft Control	N3 Flagship to Beach	N4 Attack Force Command	N5 Attack Force Voice	N6A-I Shore Fire Control Party SCR 284 - AM	N7A-I Shore Fire Control Party SCR 609 - FM	N8A Bombardment Calling Common - AM	N8B Division Artillery Common - FM	N9A-J Air-Ship Spotting Circuits	N10 Common Screening Group	N11 Radar Reporting (Primary)	N12 Radar Reporting (Secondary)	N13A Attack Force Fox (Assault Area)	N13C Area Fox	N13F Senior Officers Broadcast	N14 TBS Voice	N17 Admiral's Wave	N18 Salvage Group	N19 Transport Group	N20 Mining and Sweeping Group MN	N21 Mining and Sweeping Group MF	N22 Commercial-Distress Frequency	N23 Port Wave (Convoy and Post Assault)	N24 Coastal Guard (Ship-Plane) VHF	N25 Inter F. D. O. Wave VHF	N26 Air Force World Wide VHF	N27 British Fleet Intership Wave VHF	N28 Convoy RT	N29 Inter-Division Main Beachmaster	N30 Rear Link	N31 Fire Support - - W/T	N32 Fire Support - - R/T TBS		
TU 85.8.5																																											
TU 85.8.6							E	E	E	E																																	
CTG 85.9						X	B	B	E	E		X	X																														
TU 85.9.1							E	E	E	E			X																														
TU 85.9.2																																											
TU 85.9.3							E	E	E	E																																	
TU 85.9.4																																											
TU 85.9.5																																											
TU 85.9.6							E	E	E	E																	X																
TU 85.10.1-2	X	X	X	X									X																														
TU 85.10.3																																											
CTG 85.11												X	X						X	X																							
DD's doing Screen-Escort duty													R						X																								
PCs-SCs doing Screen-Escort duty													R						X																								
CTG 85.12												X	X	K	K	K	K					R	R	R	X	X																	
CTG 85.12.2												X	X	K	K	K	K					R	R	R	X	X																	
TU 85.12.1-2														X	K	K	K					R	R	R	X	F																	
TU 85.12.3														X	K	K	K					R	R	R	X	X																	
TU 85.12.4														X	K	K	K					R	R	R	X	X																	
Shore Fire Cont.Ptys															K	K	K																										
Air-Spot Planes																			K																								
#CTG 85.13						X						R	X									R	R	X				X	X														
TU 85.13.1													R									R		F				X	F														
TU 85.13.2													X																X														
TU 85.13.3						X																																					
TU 85.13.4																														X													
TU 85.13.5													R										R		X				X	X													
TU 85.13.6																														X	F												
CTG 85.14						X						R	X										R	R	X		X																
TU 85.4.8																																											
TU 85.5.9							X	E	E	E	E																																
TU 85.6.10																																											
TU 85.7.10																																											
Sw Off. Shallow Water Salv.						X																																					
TU 85.14.1													R																														
TU 85.14.2													F																														
TU 85.14.3													F																														
TU 85.14.4																																											
TU 85.14.5																																											

ASSAULT RADIO CHANNEL CHART

[illegible]

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APPENDIX FOUR TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

Publications

1. Vessels assigned to Eighth Fleet will conform to rules regarding publications to be used in the operation as set forth in Appendix 3 to Annex "ABLE" of ComNavNaw's Basic Communication Plan. (Attention is called to new sets of tables contained in change 3 dated 26 June 1944. All ships should ensure receipt of these corrections at once).
2. Publication allowances by classes as used in Tables of Annex "ABLE", Appendix 3 of ComNavNaw's Basic Communication Plan, are as follows:
 - 5 - Normal Class 5 Holders, afloat and ashore.
 - 5A - Temporary Flag Officers Liaison Allowance.
 - 4 - Normal Class 4 Holders, afloat and ashore.
 - 3 - Normal Class 3 Holders, afloat and ashore, less PC, ATR & ARS.
 - 3A - Temporary Major War Vessels Liaison Allowance.
 - 2 - Normal Class 2 Holders, afloat and ashore, plus PC, ATR & ARS.
 - 2A - LST, LCI(L), LCT Flot and Group Commanders, ComBrons 15, 22 and 29.
 - 1 - Normal Class ONE Holders afloat and ashore plus Beach Battalions.
 - 1A - Shore Fire Control Parties, Air Ground Liaison Parties, LCT, Air Sea Rescue Boats, LCC.
3. SPECIAL ASSAULT PUBLICATIONS.

All communication personnel should be proficient in the use of these publications. Communications Officers are to insure sufficient exercise be given coding personnel to achieve maximum proficiency.

 - A. - CCBP 0131 CCM Key List

This is the primary high grade security publication to be used for inter-communication between the five services involved in the assault. It is a CCM key list for the MEDITERRANEAN, ATLANTIC and EUROPEAN areas. Table 1 of Annex "A" to ComNavNaw's Current Operation Plan shows holders.
 - B. - CCBP 0130 Combined Assault Code

This publication is designed for tactical communication by all forces participating in the assault. It is the primary low grade publication used. It is held by all U.S. and British Units as shown in Table II. This system should not be used for communication between units holding more secure systems unless the tactical situation warrants.
 - C - CCBP 0102 CCM Key List

This is the five services (U.S. Army, U.S. Navy, British Army, British Navy, Air Forces) high command CCM Channel. This publication is effective world-wide. Consult Table I of Annex "A" to ComNavNaw Operation Plan for holders in this operation.
 - D. - CSP 1606 Joint Army-Navy Hagelin Key List

Hagelin key list for joint Army-Navy use only. Army short title Sigset. Used with CSP 1500 (Navy) or converter M-209 (Army). See CSP 1501B for instructions for this publication. This system is not to be used after D plus 5. It is a low grade security cypher.

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DELTA ATTACK FORCE,
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Publications APPENDIX FOUR TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

E. - CCEP 11 Fighter Director Vocabulary

Fighter director ships use this code for directing Allied fighters during an attack. Table IV of Annex "A" to ComNavNaw Operation Plan states holders.

F. - CCBP 0122 Combined Authentication

See Appendix (2) for instructions on authentication for the assault. CCBP 0122 is held by class 1 and up as outlined in Table II.

G. - Br 777 Naval Aircraft Code

This publication is used between Naval Aircraft and Ships or Aircraft and Shore stations. Rekoh Tables (S.P. 02433) are used to recode this publication. However ships will usually receive from aircraft unrecoded because this system is normally used for tactical situations. Attention is called to S.P. 02274 for expressing latitude and longitude positions used with Br 777. Holders of these publications are found in Table III, Annex "A", ComNavNaw Operation Plan.

H. - S.P. 02433 Rekoh Cards R.A.F.

These cards are used by R.A.F. planes to recode messages. U.S. authorities should acquaint themselves in decoding this system by consulting the nearest British cypher office. Distribution found in Table III in paragraph G.

I. - S.P. 02308 Recoding Table For Anglo-French Code

This code is used for communication between U.S., British and French Navies. S.P.'s 02281 and 02282 are used with this recoding table. However, this system will not be used for communications with French Units having liaison teams attached.

J. - Br 637. Mersigs Volume 1

This is Mersigs Visual Signal Book. All merchant ships use this publication for visual signals. Landing craft use MEDITERRANEAN Landing Craft Signal Book.

K. - L.C.S.B.(M) MEDITERRANEAN Landing Craft Signal Book

All landing craft use this publication exclusively for visual signalling. General signal book and auxiliary vessel's signal book must not be used in visual communications with landing craft of the 8th Fleet.

L. - CSP 1511-12 Special Amphibious Strip and Key List

These strips are especially designed for amphibious operations and effective dates, supercession dates and destruction dates in this theatre are prescribed by ComNavNaw. It is used only within the U.S. Navy, plus some liaison units. Rotation indicators are not used with this strip. See key list covers for indicators. Attention is called to CSPM 562 to avoid any violation of security in the use of these strips.

APPENDIX FOUR to
ANNEX "TARE"

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Publications

APPENDIX FOUR TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

M. - S.P. 2539() Foxo Tables

Foxo replaces Medox during the month of August as a small ships low security code. It is used in conjunction with Br. 996. Medox again becomes effective Sept. 1st but also must now be used with Br. 996. Both Foxo and Medox provide a little more security than CCBP 0130. They are held by Class 1 and UP.

N. - Br 996 Basic Book for Loxo, Foxo and Medox

This is a basic book for use with Loxo, Foxo and Medox. It shall never be used plain without recoding. Attention is directed to station geographical table which must be filled in up to date.

O. - M.B.C. July 1944 MEDITERRANEAN Bombardment Code

This code, effective 25 July 1944, is used between bombarding ships and observers of all Allied Nations in the MEDITERRANEAN. All other bombardment codes and procedures will be held in temporary abeyance for ships in MEDITERRANEAN. This code is held by British, U.S. and French Battleships, Cruisers, Destroyers, Corvettes, Escort Carriers, Monitors, Gunboats and LCG plus SFCP's, NGLO's, FOO's. All such units should make certain MEDITERRANEAN Bombardment Code is held prior to commencement of operation.

P. - Status of Assault Publications for August and September.

CCBP 0131-5 effective 1 August, 0131-6 effective 1 September.
CCBP 0130-B5 effective for Class 1A Holders, B2-5 for Major War Vessels.
CCBP 0102-5 effective 1 August, 0102-6 effective 1 September.
CSP 1606 (IQ - August)(IS - September)
CCBP 11 effective for August and September.
CCBP 0122-B6 Effective H-Hour thru D plus 4, B9 effective D plus 5, B10 effective 1 September.
Br 777 effective for August and September.
S.P. 02433 (AL) effective 1 August, (AM) effective 1 September.
S.P. 02308(20) effective for August and September.
Br 637 effective for August and September.
L.C.S.B.(M) effective for August and September.
CSP 1511-12 (As assigned for operation)
S.P. 2539(14) effective 1 August.
S.P. 2537(16) effective 1 September.
Br 996 effective for August and September.
M.B.C. effective for August and September.

NOTES: CCBP 0130 B1 will be the only edition used for the exercise.

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NAPLES, ITALY,
27 July, 1944: 2000

Radar and IFF

APPENDIX FIVE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. Radar Control.

Radar coverage, the assignment of Radar Guard Ships and alternates is the responsibility of the Commander Escort-Screening Group.

2. Radar Silence.

- (a) Unless modified by one of the following conditions, as directed by the OTC, Radar may be used continuously for search, detection and fire control purposes.

CONDITION 1 : Complete Radar silence for transmitters. Receiver turned on and search made for possible detection of, and obtaining bearings of, enemy radar signals.

CONDITION 2 : Search assigned sector as rapidly as possible, using transmitter and receiver, once every 10 minutes. Reduce time of transmitting pulses as much as practicable in order to minimize chances of enemy obtaining bearings on own transmissions. During the non-transmission periods leave receiver turned on and search for possible detection of, and obtaining bearings of, enemy radar signals.

CONDITION 3 : Observe Radar Silence on Air Search and Fire Control Radar. NO restrictions on Surface Search Radar.

- (b) All conditions of radio and Radar silence are removed when:

- (1) Contact is made with enemy.
- (2) When ordered by O.T.C.
- (3) After "H-Hour".

3. Reports.

Radar reports will be made between Fighter Director ship and Radar Guardships on the Primary FM-Voice circuit N11 - 34.35 Mcs. The standby or secondary circuit will be N12 - 2610 Kcs. C.W. All information on aircraft contacts, identification and tracks will normally be transmitted in plain language or the Fighter Director Vocabulary. The MAFOG coordinates will be used in reporting plots.

4. Jamming.

It is assumed that the enemy will use "WINDOW" and other counter measures. Operators must make every effort to read through such attempts. Do NOT concentrate entirely on any one sector with consequent loss of coverage in the balance of the area.

5. Radar Security.

- (a) Before making reports by radio, all radar guard ships shall observe rules regarding radio silence contained in Annex TARE.
- (b) Commanding officers are reminded of existing security regulations concerning certain types of radar material when it is in actual danger of falling into enemy hands. Namely these are:
- (1) All magnetron tubes, including spares and undisposed defectives shall be dropped overboard immediately if in deep water, if in shallow water they shall be destroyed or completely mutilated.

APPENDIX FIVE TO ANNEX TARE
Radar and IFF

DEAN/23

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Radar and IFF

APPENDIX FIVE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK FORCE OPERATION PLAN
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(2) Mark III IFF Aircraft Transpondors (Model ABK) and ship transpondors (Model BK) shall be destroyed by destructors or completely mutilated. The above applies particularly to the coding wheels and it's mechanism.

(3) Submit reports promptly of any action taken or attempted in this connection under emergency conditions.

6. Raid Letters.

Paragraph 212 of Mediterranean War Communication Orders (MWCO) prescribes the use of Combined Air Warning Code and Mediterranean Area Fighter Operations Grid (MAFOG) for radar reports. The Combined Air Warning Code requires the use of raid letters. Raid letters for use in this theatre have been assigned by CinC Med and can be found in Appendix 10 to Annex ABLE of ComNavNav's current operation order. They are also shown in paragraph 257 of Mediterranean Secret General Orders (MSGO).

7. I.F.F.

The assignment of IFF guard ships and alternates is the responsibility of the Commander Escort-Screening Group. In this theatre most friendly war ships including landing craft and PT boats have been equipped with transpondors and should give an IFF response on the proper code when interrogated. Mediterranean General Messages should be consulted as to the proper code to be used.

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VISUAL SIGNALLING
AND RECOGNITION

APPENDIX SIX TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

1. Use of Visual Communication:

Visual communication will be used as the primary method of communication between ships and will be used whenever possible to relieve W/T and R/T circuits. Only in emergency or in case visual traffic is excessively heavy will W/T or R/T be used. Alert signal watches will be stood on a 24 hour basis. All signalmen shall be well briefed in this appendix to insure maximum security and efficiency in signalling.

A. By Day: Daylight starts at one hour after sunrise and ends one hour before sunset. The following methods are listed below in order of their precedence:

- (1) Flag hoist.
- (2) Semaphore.
- (3) Multipurpose signal lamp.
- (4) 10" or 12" signal searchlight using the smallest practical adapter with green colored filter.
- (5) 10" or 12" signal searchlight with no adapter.

B. By Night: Visual communications will be held to a minimum. Visual silence will be broken only in case of extreme emergency. The following methods are listed below in order of preference:

- (1) Binocular Blinkers if distance permits.
- (2) Blinker gun with greatest reduction possible.
- (3) Multipurpose lamp using least practicable brilliancy.
- (4) 10" or 12" signal searchlight with smallest practical adapter with green filter.
- (5) 10" or 12" signal searchlight in emergency when need for visual communication is greater than the security of position.

C. Visual silence will be maintained during darkness except for recognition and emergency identification signals and for an emergency of greater importance than preserving secrecy of location.

D. Under no conditions will lights be shown toward the hostile beach at night. To insure this, for seaward visual communication, only the FOX method of transmission will be used.

E. During both daylight and darkness loud hailers will be used as often as possible to reduce visual traffic in other channels.

F. Pyrotechnics are not to be used during the operation except as set forth in Appendix 8.

2. Use of Publications.

A. Landing Craft - The following list comprises all publications necessary for and effective in this operation:

- (1) Combined Landing Craft Signal Book (Mediterranean)
- (2) CCBP 5
- (3) CCBP 2 (as required)
- (4) H.O. 87 (International Code of Signals - Visual) for use with merchant ships only.

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VISUAL SIGNALLING
AND RECOGNITION

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B. Other Ships and craft.

- (1) Mersigs Volume 1 (BR 637)
- (2) Auxiliary Vessels Signal Book (CSP 950)
- (3) Combined Landing Craft Signal Book (Mediterranean)
- (4) General Signal Book (SP 734) with paragraph 36 and Chapters 8 and 10 of CSP 1846
- (5) CCBP 5
- (6) U.S. Naval Call Book, Part II (visual)
- (7) CCBP 2 - (as required)
- (8) H.O. 87 (International Code of Signals - Visual)

- C. Combined Landing Craft Signal Book (Mediterranean) will be used by all ships for signals with landing craft. Landing craft are not authorized to use any other tactical signal publication. When signals from this book are made by vessels other than landing craft, they shall hoist as the first signal "R TACK" from Mersigs indicating "Signals shall be made from the Mediterranean Combined Landing Craft Signal Book." In a formation of mixed ships, landing craft and others, all general signals shall originate from the Landing Craft Signal Book. In such a formation the signal "R TACK" is unnecessary.
- D. U.S. Navy General and Auxiliary Signal Books will be used in signalling not involving landing craft. The BUS flag will be used when British and U.S. ships are in company to indicate signals taken from these books. The BUS flag may also be used when only U.S. ships are in company to indicate signals are taken from General Signal Book.
- E. MERSIGS will be used when transports or merchant ships without landing craft are included in the disposition, except when the BUS flag is used in accordance with preceding paragraph. When signals from this book are made, they shall hoist as the first signal "MER" indicating signals are from MERSIGS, Volume I.
- F. Visual and sound signals for smoke and air raid warnings are shown in Appendix 8 to this Annex.
- G. Ships or craft requiring assistance will in addition to the prescribed requests for salvage, hoist International Signal Flag "VICTOR" (I require assistance) in a conspicuous position. Any nearby craft capable of rendering assistance without detriment to its primary mission will comply immediately. This flag will be carried without exception by all ships, craft and landing boats engaged in the operation. A "Victor" flag made with a red "X" painted on both sides on a white background will be adequate for the purpose.

3. Visual Call Signs

- A. Use U.S. Navy Call Book, Part II (visual) for all U.S. ships other than landing craft. Use British-U.S. Call Sign Book for British ships other than landing craft.

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
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ADDENDUM TO ANNEX TARE TO COMMANDER TASK FORCE EIGHTY-FIVE
AND DELTA ATTACK FORCE OPERATION PLANS NOS. 3-44 AND 4-44

1. Commander Western Naval Task Force instructions contained in his Operation Plan No. 4-44 Annex "CHARLIE" will be used in any controversial matter where instructions in the Delta Attack Force (CTF85) Communication Plan (Annex TARE) differ from those of C.W.N.T.F.
2. Frequency test transmissions will be made by the Force Flagship starting at 2000 on 5 and 10 August for the benefit of all ships of this force. Refer my Opplan 3 or 4-44 Appendix 3 to Annex Tare, Communication Plan, Page 5. Transmissions will be made every ten minutes on a new frequency H/F only starting with circuit N2A and following in the order in which they are shown in the plan. Transmitter will be keyed for 5 minutes only, allowing a 5 minute period before the next transmission on the following frequency. FOX method will be used. No receipt will be made. BISCAYNE call will be 4K5. All ships zero beat receivers on these transmissions and log dial settings. Do not transmit on these frequencies until entire test is completed. Set transmitters on correct frequency as soon as practicable after test and lock dials in position. All ships and commands holding SCR 510 radio equipment must test transmission and reception of same with another station prior to sailing.
3. Radio Silence - Restrictions on Radio and Radar silence will conform to policy set forth in CWNTF OpPlan 4-44 Annex "C" Part II, para 22 and 23 and Part III, para 42 and 43.
For the exercise radio silence will be lifted at H - 90 minutes, unless otherwise directed by O.T.C. All Assault radio circuits will be manned at H - 4 hours. Receivers only until Radio Silence is lifted.
4. During Red Alerts only URGENT traffic will be handled. Strict radio discipline must be enforced. Control stations will be responsible for compliance by all stations on their circuit.
5. In Appendix 9 to Annex Tare Page 1 under SFCP Firing Ship Assignments - SFCP 20 should read "assigned to HOBSON." SFCP 26 should read "assigned to ELLYSON, PHILADELPHIA."
6. Para 12 Annex TARE page 3 under SCR 509/10 Radios add new sentence as follows:
"Sets may be turned over to any Salvage Vessel if more convenient."
7. Area Broadcasts - Attention is directed to CWNTF Annex "C" para 11 of page 4 and para 25 of page 8 for complete description of all Area Broadcasts in Mediterranean Theatre. Read carefully as these have been changed from previous practice.
8. Special Signals - Add to page 2(a) of Appendix 8 Annex TARE, the following signals to be used during the Post Assault Phase; Alphabet Flags LOVE, WILLIAM shall be hoisted superior to international code pennant (Answering pennant) followed by numeral pennants indicating the cargo ships are loaded with as follows:

- | | |
|----------------|-------------------------------|
| 1. Ammunition | 5. Engineers or Signal stores |
| 2. Gasoline | 6. Track vehicles |
| 3. Rations | 7. Wheel vehicles |
| 4. Heavy lifts | 8. Miscellaneous |

Example: "LOVE, WILLIAM, Code Pennant Two"
Meaning: "I am loaded with gasoline."

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DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship.

NAPLES, ITALY,
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9. Make the following changes to Appendix 4 of Annex TARE:

Page 1, para 1, line 4 - add after "1944" - "and change 4 dated 1 August 1944."

Paragraph 2 under "Meaning of Column Numbers" opposite column 3 change "ATR and ARS" to read "ATR, ARS and AOG"; Opposite column 2 change "ATR and ARS" to read "ATR, ARS and AOG."

Page 3, Subpara (p), change reading of effective editions of cryptographic publications as follows: CCBP 0130-B2, effective 1 August, B3 effective 0001 D plus 5, B4 when directed by NCWTF. CCBP 0122-B6 not effective after 0001 D plus 5. CSP 1511/12(DC) effective 1 August, (DD) 1 Sept.

Add to Appendix Four to Annex TARE the following paragraph: "Q" NCWTF Voice Vocabulary This publication is being distributed under separate cover for operational use to all ships and craft down to LCT's. It will not be used for the exercise. This publication provides practically no security but does give a method for condensing a voice message in a uniform system.

10. Call Signs - Attention is directed to NCWTF Appendix 2 to Annex CHARLIE. The "NCWTF Operational Call Sign Book" referred to in para 4 will be distributed under separate cover. This call sign system will not be used by ships of Delta Attack Force for the exercise. A separate call system has been provided for this purpose (See Appendix 1 to Annex TARE of Delta Attack Force OpPlan 4-44).

The following Spare calls have been assigned in Appendix 1 Annex TARE of the Exercise Plan 4-44:

Spare 3 - U.S.S. AUGUSTA	9C9
Spare 4 - U.S.S. NIELDS	8B3
Spare 5 - F.S. DUGUAY-TROUIN	6G6
Spare 6 - F.D.T. 13 (Fighter Direction Tender)	6L2
Spare 7 - U.S.S. GLEAVES	7T6

Change encode and decode Sections accordingly.

In Appendix 1 Annex TARE Para 1(c) change assigned class letter for LCC from "C" to "O".

11. Recognition - Delete para 5B of Appendix 6 to Annex TARE. Landing Ships and craft will not carry recognition signals.
12. Frequency Plan Appendix 3 Annex TARE - Change circuit N29 Inter-Division Main Beachmaster Circuit frequency 4780 Kcys to read "4172 Kcys" on page 4 and page 6. Change Circuit N13F Senior Officers Broadcast frequency 6340 Kcys to read "5340 kcs" on both pages, 3 and 6.
13. Reference Vessels - Any additional reference vessels added to original plan will guard frequencies as assigned to CTG 85.10.1.
14. Add to Appendix 9 page 1, Air - Spot Frequency Table, the following note on Call Signs: "Bingo indicates a spotting plane of the Carrier Task Force in Delta Area; to be followed by a color and numeral."

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15. For "Air Ops (Cub) Call Signs" (Appendix 9, Page 2), see 45th Division SOI "Army Code Signs" items numbered "3C-49", "3E-50", "3E-51", "3E-52", and "3E-53" where daily call signs for Spotting Cubs are listed under title "AIR OP". These "items" are being distributed to all gunfire support ships.

B. J. RODGERS,
Rear Admiral, U.S. Navy,
Commander Task Force Eighty-Five
and DELTA Attack Force.

DISTRIBUTION

Same as CTF 85 and DELTA Attack Force Op Plan No. 3-44 and 4-44.

Edward J. Schwartz
for R.W. METSGER,
Flag Secretary.

ADDENDUM TO ANNEX TARE

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NAPLES, ITALY,
27 July 1944: 2000

VISUAL SIGNALLING
AND RECOGNITION

APPENDIX SIX TO ANNEX TARE TO COMMANDER TASK FORCE
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B. All landing craft visual calls will be formulated in accordance with the Combined Landing Craft Signal Book (Mediterranean) including Amendments One and Two.

C. Special Task Group and Task Unit and Commander calls will coincide with the special calls set forth in the Call Sign Appendix #1.

4. Procedure

A. Standard Combined V/S procedure as outlined in CCBP 5 will be used at all times.

B. All ships and craft will be particularly alert for Collective Call Sign messages sent by the FOX method.

C. CCBP 2 will be used as required.

D. Ships and craft will pay particular attention to the chain of responsibility for visual signals (out and away from originator).

E. All messages other than a signal message will carry a date-time group of six numerals followed by the letter BAKER so that quick reference can be made to previous transmissions.

F. When flashing light or semaphore are used to transmit signal messages, the following indicators should be used:

(1) MEE as the first group of text to signify signals taken from MERSIGS.

(2) BUS as the first group of text to signify signal taken from General Signal Book.

(3) When no indicator group is used, it is understood the signal comes from the Combined Landing Craft Signal Book.

5. Recognition

A. Use normal methods of recognition. In established traffic lanes, surface craft employ only in emergency. Small craft identify themselves to major war vessels only when they have special reason to do so.

B. LST's and LCI's will carry extracts covering a period of two weeks. LCT's will carry extracts for a period of 72 hours only. Extracts of Recognition Signals for Landing Craft may be drawn from RPIO Naples, Salerno, or Pozzuoli.

C. Ships, which hold the Basic Key Recognition Memoranda make up their recognition signals as required. Vessels issued extracts will obtain them to cover the outward and return voyage.

APPENDIX SIX TO ANNEX TARE
VISUAL SIGNALLING AND
RECOGNITION

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-
- D. In an emergency any normal (recognized) method of recognition may be employed, including:
- (1) Visual fixed and minor war vessels display signals.
 - (2) Fighting lights.
- E. At night, ships will not answer aircraft recognition signals.

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- (a) Return Convoy Despatch.
- (b) Action Reports.
- (c) Recommendations for Awards.
- (d) Damage Reports.
- (e) Loss of Ship Report.
- (f) Casualty Report.
- (g) Mail for Deceased Personnel.
- (h) Personal Effects of Deceased Personnel.
- (i) Loss of Registered Publications.

(a) RETURN CONVOY DESPATCH.

Commander of Return Convoys will send a despatch on each convoy sailing addressed to the port to which the convoy is going with Commander Task Force 84, 85 as information addressees. The despatch will contain the following information in the order listed:

- (A) Number and type of ships.
- (B) Time of departure.
- (C) Estimated time of arrival.
- (D) Number of wounded requiring hospitalization.
- (E) Number of prisoners on board.
- (F) Amount of fuel required.
- (G) Amount of water required.
- (H) Whether food supplies required.
- (I) Vital repairs needed immediately.

The despatch should be sent in the following form:

"CONVOY _____ X (A) 10 LSTS 6 LCI 4 SC X (B) 151000 X (C) 161000 X
(E) 100 X (G) 25000".

Note that it is not necessary to state (D) none, (F) none, etc.
All ships on reporting to the Commander of Return Convoy, for inclusion in a convoy, will give him the information for items (D) to (I) for their ships. Commander of Return Convoys will then be able to assemble the information for all ships in the convoy for his despatch report.

(b) ACTION REPORTS.

- (1) All ships participating in this force will make an action report as soon as feasible. The report shall cover action of the ship until D plus 10. Reports concerning later action shall be made if deemed advisable by the commanding officer, but the initial report must not be delayed by this.
- (2) The reports shall be accurate and explicit and contain all important details of the action. The movement of the ship should be illustrated if necessary; the force and direction of the wind and the state of the sea given;

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the efficiency and performance of the ship and its armament carefully noted. Reports shall be narrative in form and include the report of the Executive Officer required by Article 712, U.S. Navy Regulations only when the matter to be reported by him has not already been incorporated in the action report.

(3) Action reports shall be forwarded as follows:

Original to Commander in Chief, United States Fleet.

- Via: (1) Commander Task Group _____
(2) Commander Task Force 85.
(3) Commander Task Force 81.
(4) Commander U.S. Naval Forces, Northwest African Waters.

Advance copy to be mailed to Commander in Chief, U.S. Fleet, direct.

Note particularly that the report should go via the Task Group Commander of this operation plan, and not via the Type Flotilla or Group Commander. A copy of this report should be submitted to the Flotilla Commander.

Group Commanders shall hold individual ship reports and forward all of these with their own report. All reports are to carry a forwarding endorsement with comments. Merely "Forwarding" the report is not sufficient.

(4) Sufficient copies are to accompany action reports to insure that a copy is available for each command through which the report passes. One extra copy is requested for Commander Task Force EIGHTY-ONE.

(5) All written action reports shall be classified as CONFIDENTIAL, unless the nature of the report clearly indicates that a higher classification is required. Avoid the use of code names. If code names are used, the document must be classified SECRET.

(c) RECOMMENDATIONS FOR AWARDS.

Recommendations for awards shall be made the basis of separate and complete correspondence, and shall not in any way bear reference to other correspondence. Such recommendations should be given full particulars of the action or duty in detail.

When submitting recommendations for awards for outstanding performance of duty or heroic conduct, it is essential that complete information regarding the officer or man be furnished as follows:

OFFICER

- (1) Full name
- (2) Rank
- (3) Classification
- (4) File number
- (5) Home address

ENLISTED MAN

- (1) Full name
- (2) Service number
- (3) Rate
- (4) Service Classification
- (5) Home address

All recommendations for awards (except for the Purple Heart Medal) should be addressed to Commander U.S. Naval Forces, Northwest African Waters, via this command. Sufficient copies should accompany the original letter for all addressees.

Authority to award the Navy Cross, Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal and Air

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Medal is delegated to Commander 8th Fleet (Commander U.S. Naval Forces, Northwest African Waters). The Medal of Honor will be awarded only with the approval of the President, and all other decorations for which authority is not specifically delegated will be awarded by the Secretary of the Navy.

The Commander EIGHTH Amphibious Force is empowered to award the Purple Heart Medal, and all recommendations shall be addressed to him.

(d) DAMAGE REPORTS.

In all cases of serious damage, whether in action or otherwise, make two despatch reports: (1) First estimate of damage and its cause; (2) All important details including replacement items that can be determined in damaged condition. Despatches shall be addressed to Commander in Chief, U.S. Fleet and Commander Task Force 85, Commander EIGHTH Amphibious Force, with Commander U.S. Naval Forces, Northwest African Waters, and Type Flotilla Commander information addressees. Despatches shall be supplemented by a letter after a thorough examination, giving comprehensive report of the damage and other details. The letter shall be addressed to Commander in Chief, U.S. Fleet, via Group Commander, Flotilla Commander, Commander Task Force 85, Commander EIGHTH Amphibious Force, and Commander U.S. Naval Forces, Northwest African Waters, with advance copy to Commander in Chief, U.S. Fleet, of original letter and subsequent endorsements.

(e) LOSS OF SHIP REPORT.

Upon the loss of a ship or craft, a despatch shall be sent to the Secretary of the Navy, with the Commander in Chief, U.S. Fleet, Commander Task Force 85, and Commander EIGHTH Amphibious Force, as additional addressees, and Commander, U.S. Naval Forces, Northwest African Waters, and the Flotilla Commander information addressees. Following the despatch, a comprehensive report covering the details in connection with the loss of the vessel shall be addressed to the Secretary of the Navy, via Group and Flotilla Commanders, Commander Task Force 85, Commander EIGHTH Amphibious Force, Commander U.S. Naval Forces, Northwest African Waters, and Commander in Chief, U.S. Fleet, with advance copy to Commander in Chief, U.S. Fleet.

(f) CASUALTY REPORT.

Casualty reports, shall be made by despatch as rapidly as possible to the Secretary of the Navy. The original despatch shall contain only the full name, rank or rate, and service number as appropriate, date of casualty and type of casualty, such as : (a) Killed in Action; (b) Killed (No Enemy Action); (c) Wounded in Action; (d) Injured (No Enemy Action); (e) Missing in Action; or (f) Missing (No Enemy Action). An amplifying report to include all existing requirements of casualty reports shall be forwarded by airmail.

(g) MAIL FOR DECEASED PERSONNEL.

Mail for personnel killed, missing, or prisoners of war should be tied in packages for each man with a facing slip on top showing reason for return. Such packages are to be sent under additional cover to Fleet Post Office, Directory Service, Washington 25, D.C., or to Coast Guard Headquarters, as applicable. Make no notation on this mail, but draw lines through all of the address except the addressee's name.

When letters of condolence are written to relatives from commanding officers outside the continental limits they must be sealed, addressed and mailed in bulk to the Bureau of Naval Personnel, marked: "Attention, Casualties and Allotments Section", or to Coast Guard Headquarters marked: "Attention, Military Morale".

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U.S.S. BISCAINE, Flagship

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(h) PERSONAL EFFECTS OF DECEASED PERSONNEL.

Personal effects of deceased and missing personnel shall be inventoried, packed, and shipped to Personal Effects Distribution Center, U.S. Naval Supply Depot, Scotia, New York in accordance with SecNav ltr. Opl3C-jc, Serial 132613 dated 17 June, 1943; (R1154), 30 June '43 Semi-Monthly Bulletin.

(i) LOSS OF REGISTERED PUBLICATION.

Upon discovery of the loss of a Registered Publication the matter must be reported by dispatch to the Chief of Naval Operations immediately with the Seniors in the chain of command as information addressees. A thorough investigation shall be conducted and a report made to the Chief of Naval Operations via the chain of command, in accordance with the rules set forth in Article 76(12) of U.S. Navy Regulations and Article 512 of R.P.S. 4A. An outline of the information required in such a dispatch may be found in CSPM 464.

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MINE REPORTS

1. It is of the utmost importance that the Task Force Commander and the OTC Minesweepers receive immediate information as to the finding of mines and casualties due to mines, in order that these reports and other mine intelligence may be properly and promptly analyzed and disseminated to all concerned.
2. After radio silence has been broken, reports of mines in the Assault Area are to be made to the Task Force Commander in the following plain language form:
 - (a) Prefix message with MINREP (Mine Report).
 - (b) ABLE - Time of occurrence to nearest minute.
 - (c) BAKER - Description of occurrence (as applicable from)
 - ONE - Floating mine observed
 - TWO - Parachute mine observed to fall
 - THREE - Ship striking a moored mine
 - FOUR - Ship mined by ground mine
 - FIVE - Sweeper cutting moored mine
 - SIX - Sweeper detonating ground mine
 - SEVEN - Detection of mines by sound gear
 - EIGHT - Snag-line mine observed
 - (d) CHARLIE - Latitude and Longitude, or bearing and distance from any CHARTED position or by use of Modified British Grid System.
 - (e) DOG - Whether position is being buoyed.
 - (f) EASY - Degree of reliability (as applicable from)
 - ONE - Certain
 - TWO - Probable
 - THREE - Possible
 - FOUR - Doubtful

EXAMPLE: MINREP ABLE 0931 BAKER ONE
CHARLIE 42° 31' N 07° 11' E
DOG YES EASY TWO

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3. (a) All minesweepers are to maintain an accurate plot of sweep operations time at principal turning points, and an accurate plot of mines observed and swept. Prepare and submit the standard written report as required by FTP 204A, Chapter II, Section IX.

Note: Include in Report of Mines Swept the following:

State of Sea _____ Period and Height of Swell _____.

- (b) If British reports are required by U.S. sweepers, the method of reporting will be found in CBO4031, Chapter X, or FOWIT's Serial No. 519 of 11 June 1944.
- (c) Standard written reports shall be submitted by the first available means.
- (d) On completion of each Minesweeping Task ordered in Annex FOX, the Squadron or Section Commander concerned is to report to the Task Force Commander, indicating results and time of completion (or degree of completion).

EXAMPLE: TASK THREE COMPLETED 1023 - or TASK
THREE COMPLETED EXCEPT AREA WEST AND
NORTH OF LCI _____ WRECK, ETC.

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U.S.S. BISCAYNE, Flagship

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SPECIAL SIGNALS

APPENDIX EIGHT TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

1. Smoke Signals

The following signals will be made ordering those so equipped to "Make Smoke
or Cease Making Smoke":

Units	Order	Whistle	Flag Hoist	W/T or R/T	Pyrotechnics
All ships and Craft	Make	QUEEN QUEEN	QUEEN	QUEEN QUEEN	2 Green Very
	Smoke		QUEEN		Lights
	Cease				
	Making	NAN NAN	NAN QUEEN	NAN QUEEN	Red and White
	Smoke				very Light.
* All Ships in Sector Designated	Make		QUEEN QUEEN	QUEEN QUEEN	
	Smoke		One	One	
	Cease		NAN QUEEN	NAN QUEEN	
	Making		One	One	
	Smoke				

* These signals will be generated for the sector or sectors as laid out
in Appendix 2 Annex UNCLE of this plan. (i.e. QUEEN QUEEN ONE will be
signal for all ships in sector 1 to make smoke. QUEEN QUEEN TWO - will
be signal for all ships in sector 2 to make smoke,)

Signals to LCM Smokers must be made by W/T or R/T only.

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SPECIAL SIGNALS

APPENDIX EIGHT TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

2. AIR RAID WARNING SIGNALS

The following air raid warning signals are to be used in harbors and anchorages and convoys in Mediterranean:

DEGREE OF WARNING	WHISTLE	FLAG HOIST	W/T or R/T SIGNAL	MEANING
Preliminary		YELLOW Flag	YELLOW	Attack by enemy aircraft may be expected
Final	A series of 10 blasts on whistle	RED Flag	* RED	Attack by enemy aircraft imminent
All Clear	A prolonged blast on whistle	HAULING DOWN RED FLAG	WHITE	Raiders have passed

* The approximate strength of enemy attack will be indicated as follows:

RED ONE - 1 aircraft
RED TWO - 2 to 5 aircraft
RED THREE - 6 to 10 aircraft
RED FOUR - 11 or more aircraft

All "FINAL" warnings (RED) will remain in effect until cancelled by
"ALL CLEAR" (WHISTLE).

All W/T and R/T warnings will be followed by codeword of unit or units
being attacked (e.g., RED ONE WHOOPEE).

A preliminary or "YELLOW" warning will not be made in the assault area as
it is considered a "YELLOW" condition will exist at all times.

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SPECIAL SIGNALS

APPENDIX EIGHT TO ANNEX TARE TO COMMANDER TASK FORCE
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SPECIAL SIGNALS IN ASSAULT AREA

Alphabet Flags - Roger, Mike and Sugar - will be flown superior to
the International Code Pennant (Answering Pennant) by vessels as follows:

R - - - Repair Ships
M - - - Mother Ships
S - - - Smokers

Tankers, Colliers and Water Barges while in the assault area shall
show by Flag Hoist type of cargo and quantity remaining on hand (corrected
every four (4) hours) as follows:

Tankers, Navy Special Fuel Oil - - - - - Fox
Tankers, Diesel Oil - - - - - Dog
Tankers, 100 Octane Gasoline - - - - - George
Colliers, Coal - - - - - Charlie
Water Barges, Potable Water - - - - - William

The appropriate alphabet flag shall be hoisted superior to interna-
tional code pennant (Answering pennant) followed by numeral pennants indi-
cating quantity of liquids in thousands of barrels and of coal in long tons.

EXAMPLE: Fox Code Pennant 2 4

Meaning: Tanker, Navy Special Fuel Oil, 24,000 barrels remaining for
discharge.

SPECIAL SIGNALS FOR CONTROL OF GUNFIRE

<u>Signal</u>	<u>Made by</u>	<u>Meaning</u>
Orange Smoke Rocket	1st Wave control vessel	Destroyers lift close: support fire off as- sault beaches.
Green Very Rocket	1st Wave leader	Cease Firing rockets on assault beaches.

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% GUNFIRE SUPPORT
FREQUENCIES

APPENDIX NINE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

SHORE FIRE CONTROL PARTY FREQUENCIES

Circuit. Desig.	SFCP NO	: SCR 234 : Assault & : Post Assault : Spotting	::	Circuit. Desig.	SFCP NO	: ASSAULT : SCR 609 : Channel A : Spotting	:	POST-ASSAULT : SCR 609 : Channel A : Spotting
N6A	19	4140 Kcs.	::	N7A	19	32.0 Mgs.	:	32.0 Mgs.
N6B	20	4200 Kcs.	::	N7B	20	33.9 Mgs.	:	28.0 Mgs.
N6C	21	4650 Kcs.	::	N7C	21	27.9 Mgs.	:	30.8 Mgs.
N6D	22	5100 Kcs.	::	N7D	22	37.2 Mgs.	:	29.0 Mgs.
N6E	23	4350 Kcs.	::	N7E	23	38.7 Mgs.	:	34.6 Mgs.
N6F	24	4030 Kcs.	::	N7F	24	31.2 Mgs.	:	28.6 Mgs.
N6G	25	4640 Kcs.	::	N7G	25	37.8 Mgs.	:	30.9 Mgs.
N6H	26	4510 Kcs.	::	N7H	26	27.7 Mgs.	:	33.5 Mgs.
N6I	27	4045 Kcs.	::	N7I	27	28.4 Mgs.	:	27.6 Mgs.
N8A	Common	*5640 Kcs.	::	N8B	Division	28.8 Mgs.	:	28.8 Mgs.
	Bombdmt	:	::		Artillery	:	:	:
	Calling	:	::		"A" Common	:	:	:
	:	:	::		Calling	:	:	:

* NOTE - Common Bombardment Calling Frequency for the
Post-Assault phase is 4515 Keys.

SFCP - FIRING SHIP ASSIGNMENTS

SFCP No. 19 assigned to - - - - - FOREST, MONTCAIM
SFCP No. 20 assigned to - - - - - ELLYSON, PHILADELPHIA
SFCP No. 21 assigned to - - - - - MACOMB, LEYGUES
SFCP No. 22 assigned to - - - - - HAMBLETON
SFCP No. 23 assigned to - - - - - FISH
SFCP No. 24 assigned to - - - - - FANTASQUE
SFCP No. 25 assigned to - - - - - EMMONS, TERRIBLE
SFCP No. 26 assigned to - - - - - HODGON
SFCP No. 27 assigned to - - - - - RODMAN, MALIN

AIR-SPOT FREQUENCIES

Circuit	:	:	:	:	:	:
Desig.	Type of Plane	Squadron	Call Sign	Channels	Frequency	
N9A	Hellcats	VOF 1	Bingo	A - Red	116.82 Mgs.	
N9B	"	and	"	D - Green	137.7 Mgs.	
N9C	"	VF 74	"	C - Blue	142.74 Mgs.	
N9D	"	:	"	L	6590 Kcs.	
N9E	"	:	"	M	6480 Kcs.	
N9F	"	:	"	N	7080 Kcs.	

Spotting channels on VHF are on buttons "A", "B", and "C". Channel "B" serves as a common calling (as with Seafire planes). In addition three HF frequencies are assigned VOF-1 and VF-74 planes. They are designated as channels "L", "M", and "N". They will be identified as if they were extra buttons on the VHF. Each plane will carry one of the above preset on its HF transmitter. Planes can not shift these

% NOTE - See Annex KING for additional instructions concerning Gunfire Support Plan.

GrII/8thPhib/Al6-3
Serial: 02(P)

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. DISCAYNE, Flagship

NAPLES, ITALY,
27 July 1944: 2000

GUNFIRE SUPPORT
FREQUENCIES

APPENDIX NINE TO ANNEX TARE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN NO. 3-44

frequencies in the air. These HF frequencies assigned Hellcats also are assigned VO-VS squadrons and may be used as a common calling frequency. VO-VS planes are able to shift in air, but this is not desirable if it can be avoided.

VO-VS SPOTTING FREQUENCIES

Circuit:	Ship	Plane Call Sign	Channel	Spotting	Frequency	Group
Desig.: Squadron						
N9G : VCS-8	PHILADELPHIA	Bobcat Black	(O)	:7370 Kcs	#6590 Kcs.	
N9H : VCS-5	NEVADA	Bobcat Purple	(S)	:8210 Kcs	#6590 Kcs.	
N9I : VCS-5	TEXAS	Bobcat Yellow	(T)	:8340 Kcs	#6590 Kcs.	

NOTE - Circuit Designator for "Group" Frequency: N9J

AIR OPS ("CUB") FREQUENCIES

	CHANNEL "A"	CHANNEL "B"	Call Signs
Army Division working with this Force	ø 28.8 Mgs. (Circuit N8D)	27.4 Mgs. (Circuit N9J)	

ø NOTE - The SFCP's of the Army Division working with this Force and those of the Division working with the Force on our right guard same frequency as N8D on their "B" button and thus have a common channel.

SHIP CALL SIGNS FOR USE WITH AIRCRAFT

Commander Five, Supt. Group	DELTA LEADER	USS ELLYSON	DELTA 13
USS NEVADA	DELTA 1	USS FORREST	DELTA 14
USS TEXAS	DELTA 2	USS HAMBLETON	DELTA 15
USS PHILADELPHIA	DELTA 3	USS RODMAN	DELTA 16
FS MONTCALM	DELTA 4	USS EMMONS	DELTA 17
FS LEYQUE	DELTA 5	USS MACOMB	DELTA 18
FS FANTASQUE	DELTA 10	USS FITCH	DELTA 19
FS TERRIBLE	DELTA 11	USS HOBSON	DELTA 20
FS MALTA	DELTA 12		

~~TOP SECRET~~
GrII/8thPhib/A16-3

Serial: 0041(P)

~~TOP SECRET~~
~~BIGOT-NVIL~~

Dean/24

SMOKE PLAN

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

ANNEX UNCIE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44

TASK ORGANIZATION

(a) Sector one Smoke Group - Comdr. Floyd, USN (LCI(L)(C) 196).

Yellow Beachmaster
Blue Beachmaster
LCS #9, 10, 11, 14 and 15

(b) Sector two Smoke Group - Capt. Parker, USN (LCI(L)(C) 592).

Red Beachmaster
Green Beachmaster
LCS #2, 3, 4, 5, 6, 7 and 8

(c) Sector three Smoke Group - Capt. Dierdorff, USN (ELIZABETH C. STANTON).

(1) Outside Smoke Unit, Lt. Wingrove, SANF, (LCT(1) 17).
All ships of the inner screen.
LCT(1) 17
LCM(3) 1002 and 1016

(2) Inside Smoke Unit, Capt. Dierdorff, USN (ELIZABETH C. STANTON).
All ships in the transport areas.
All small boats, equipped with smoke pot racks, from ships in
the transport areas which are not assigned other duties.
All small boats from the LST mother ship.

1. (a) Information.

- (1) Enemy light medium and heavy guns are known to exist bearing on the assault beaches. See Annex ABLE.
- (2) Enemy air bases are located within easy flying distance of the beaches.
- (3) Information as to prevailing winds in the assault area is contained in Annex ABLE.
- (4) For smoke laying purposes the assault area is divided into the following sectors.

Sector One: To the right of a line from "CHARLIE" through "ABLE" to the high water mark of the left flank of Yellow Beach.

Sector Two: To the left of a line from "CHARLIE" through "ABLE" to the high water mark of the left flank of Yellow Beach.

Sector Three: Seaward of "CHARLIE" (See Appendix Two for schematic diagram).

- (5) For smoke doctrine see appendix one.

ANNEX UNCIE
Smoke Plan

GrII/8thPhib/A16-3
Serial: 0041(P)

~~TOP SECRET~~
~~BIGOT ANVIL~~

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Smoke Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44.

(b) Assumptions.

- (1) That enemy bombing and torpedo attacks are highly probable against ships in convoy and against ships unloading off the beaches.
 - (2) That the landing will be resisted by enemy gunfire from shore batteries.
2. This force will make full use of smoke from all types of ships and craft to reduce the effectiveness of enemy air attack and the fire from enemy shore batteries.
3. (a) Sector one Smoke Group
- (b) Sector two Smoke Group

Assume control and carry out the smoke procedure for your respective sectors. Anticipate that smoke may be ordered to screen the first wave and to continue until all waves have landed. Smoke the flanks of the boat lanes. Insure that smoke laid will not cover the boat lanes unless the defensive protection of smoke is paramount to safe navigation in the boat lanes. All LCSs take station and proceed as directed in landing plan, Annex Jig. Be prepared to make smoke either before or after H-hour. Upon order to make smoke, burn four smoke pots in each LCS and drop M-4 smoke floats as required to maintain the screen. Reverse course and continue smoke making on the flanks of the boat lanes. Be prepared to maintain smoke on the flanks of the boat lane. Upon completion of rocket firing mission on initial run, reload one rocket rack with smoke rockets and fire as directed by sector commander. Standby off the flanks of the respective beaches when not making smoke until released by sector commander.

Red, Green, Yellow and Blue Beachmasters each establish ashore not less than one Bessler smoke generator, two drums of fog oil, 40 M-1 smoke pots and 40 M-4 floats on D-day. Establish remainder of allowance of smoke equipment ashore as soon as the situation permits. Make smoke from the beach when ordered. Smoke protection for the beach from high water mark inland is the responsibility of the Army AA defense officer and will be ordered by him. Maintain liaison with the Army AA defense officer in the control of smoke on the beach. Receive fog oil, pots and floats landed by ships prior to departure from the assault area and form an operational reserve for re-issue as ordered.

(c) Sector Three Smoke Group.

Assume control and carry out the smoke procedure for sector three.

(1) Outside Smoke Unit

All ships of the inner screen maintain station in the screen as directed. Upon orders to make smoke use all available means to obscure the horizon at a minimum distance of 1000 yards from the transport areas. When ordered to make smoke during sunrise, sunset, moonrise, or moonset periods obscure, with a heavy smoke screen, the area between the transport areas and the source of light.

ANNEX UNCLE
Smoke Plan

GrII/8thPhib/A16-3
Serial: 0041(P)

~~TOP SECRET~~
~~BIGOT CANVIL~~

Dean/24

Smoke Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44.

LCM(3) 1002 and 1016 immediately upon becoming waterborne proceed to sector 3 and to the windward side of the transport area and standby to make smoke. All small craft, upon orders to make smoke drop M-4 smoke floats every 150 yards and not less than 500 yards from the nearest ship. Make smoke laying runs weaving around imaginary ships and on reverse courses at a distance of 500 yards from the nearest ship and on the windward side to obscure the transport area. LCCs burn 4 smoke pots and LCM set emission rate for one and one half hour per tank unless otherwise ordered. LCT(1) 17 act as mother ship for LCM smokers.

(2) Inside Smoke Unit.

All ships with small boats equipped with smoke pot racks which are not assigned other duties, send such small boats, upon orders to make smoke, to an upwind position to lay smoke floats and to make smoke runs on reverse courses as required to cover own vessel. Boats must not circumnavigate own ship as a ring of smoke and flame will serve to pin-point the ship as a target.

All ships make smoke with every means available. Drop one Smoke float forward and renew as necessary.

After completion of landing mission and upon orders to make smoke all available small boats from the LST mother ship drop smoke floats, burn 4 smoke pots, and patrol inside the shipping in the transport area building up the screen of smoke where necessary and ensuring that the most valuable ships are fully covered.

- X (1) Sector smoke group commanders employ their respective smoke making facilities as the situation requires. Initiate Smoke making orders in your respective sectors. Sector smoke group commanders may initiate requests for W.P. projectiles from gunfire support vessels.
- (2) When Army instituted smoke is carried by an off shore wind so that it interferes with naval activities, sector commanders or Beachmasters direct Army activity responsible to cease smoking.
- (3) All ships and craft will be ready to make smoke at once upon order to do so. All ships having boilers will lay funnel smoke when smoke has been ordered.
- (4) With few exceptions, smoke will be ordered at sunset, fifteen minutes before moonrise and moonset, and at dawn until sufficient daylight exists to ensure enemy aircraft being seen by our gunners and until our fighter cover appears.
- (5) In each convoy smoke will be made as ordered by the convoy OTC.
- (6) When the re-organization plan Annex MIKE, is placed into effect or upon the establishment of other beaches or transport areas by this force the smoke authority under the re-organization or for such new area shall rest in the Return Convoy Commander or in the senior naval officer of each new area as the case may be who shall establish a smoke chain of command according to the principles laid down in this annex.

ANNEX UNCLE
Smoke Plan

GrII/8thPhib/A16-3
Serial: 0041(P)

~~TOP SECRET~~
~~BIGOT-ANVIL~~

Dean/24

Smoke Plan

WESTERN NAVAL TASK FORCE
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY
27 July, 1944: 2000

ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE
OPERATION PLAN NO. 3-44.

(7) Smoke Signals.

Units	Order	Whistle	Flag Hoist	W/T or R/T	Pyrotechnics
All Ships and Craft.	Make Smoke	QUEEN QUEEN	QUEEN QUEEN	QUEEN QUEEN	2 Green Very Lights
	Cease Making Smoke	NAN NAN	NAN QUEEN	NAN QUEEN	Red and White Very Light.
*All Ships in Sector Designated	Make Smoke	- -	QUEEN QUEEN One	QUEEN QUEEN One	- -
	Cease Making Smoke	- -	NAN QUEEN One	NAN QUEEN One	- -

* These signals will be generated for the sector or sectors as laid out in Appendix two, Annex UNCLE of this plan. i.e. QUEEN QUEEN ONE will be signal for all ships in Sector 1 to make smoke. QUEEN QUEEN TWO - will be signal for all ships in Sector 2 etc. to make smoke. Signals to LCM Smokers must be made by W/T or R/T only.

(8) All smoke craft when relieved from either sectors one or two report to Commander Sector three smoke group for smoke assignment.

(9) Prior to departure from the assault area, all AKA and IST deliver to Beachmaster 50% of smoke munitions on board.

4. Logistics as in Appendix Three. Obtain smoke munitions at NISIDIA or SALERNO.
5. (a) Communications in accordance with Annex TARE. Use zone BAKER time.
(b) Commander Task Force Eighty-Five in BISCAYNE.
(c) The short title of this plan is DEAN/24.

APPENDICES:

- (1) General smoke doctrine
- (2) Schematic diagram of smoke sectors
- (3) Smoke equipment table

B. J. RODGERS
Rear Admiral, U. S. Navy,
Commander Task Force Eighty-Five,
and Delta Attack Force.

DISTRIBUTION:

Same as CTF-85 and Delta Attack Force, Op. Plan No. 3-44.

Flag Secretary.

ANNEX UNCLE
Smoke Plan

GrII/8thPhib/A16-3
Serial: 0041(P)

~~TOP SECRET~~
~~BIGON-ANVIL~~

DEAN/24

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Smoke Doctrine

APPENDIX ONE TO ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44

1. General Instructions and Safety Precautions.

- (a) All ships and craft insure that personnel operating Bessler smoke generators and handling smoke munitions are properly trained.
- (b) Personnel handling smoke equipment will be provided asbestos gloves to protect hands and arms.
- (c) Ships and craft stop blowers and close ports to prevent smoke being sucked into the ships ventilation systems.
- (d) Smoke is made from chemicals which are injurious to throat and lungs. Gas masks will be made readily available for smoke handling personnel.
- (e) Ships will not actuate smoke pots and floats at night on open decks because sparks and glow given off will locate the ship for the enemy. A shield or hood must be provided.
- (f) All smoke munitions, except fog oil, will be stowed topside.
- (g) Ships equipped with Bessler generators ensure that there is a safe gasoline stowage place aboard.
- (h) Fire extinguishers will be kept in immediate vicinity to all places on board where smoke munitions are handled.
- (i) Keep smoke pots and floats dry by covering them with tarpaulin.
- (j) Keep at least 50 yards from the leeward side of LCM(3) smokers as the CSA emitted is harmful to eyes and lungs.
- (k) For a description of various types of smoke munitions, their methods of ignition and operation, diagrams illustrating use of smoke under various wind conditions, see Appendix 3 to SOP-7, 8th Amphibious Force.

2. Tactical Employment of Smoke.

- (a) The decision requires consideration as to the possibility of laying an effective screen (wind and weather factors most important) and the careful balancing of the benefits expected from smoke against the supporting value of the armament or weapons it displaces or renders ineffective, the additional hazard created to navigation or the slowing of unloading.
- (b) The effective use of smoke depends on early detection of approaching planes, an adequate plan and speedy execution.
- (c) Against fighter bomber and high level bomber attack, A.A. fire from the ships is probably more effective than smoke. Against radio controlled bomb attack smoke may be useful in obscuring the target from the bombardier in the parent plane.
- (d) At sunrise, sunset, moonrise, and moonset smoke may be employed to obscure the horizon and prevent the light setting up the ships by silhouette without covering the ships by smoke. This is effective against torpedo bomber attack and may be accomplished while the convoy is underway.
- (e) The original alert may be caused by "snooping planes" and therefore smoke must not be exhausted in the first few minutes after the alert but reserves should be held.

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~~TOP SECRET~~
~~BIGOT-ANVIL~~

DEAN/24

WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE, Flagship

NAPLES, ITALY,
27 July, 1944: 2000

Smoke Doctrine

APPENDIX ONE TO ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN
NO. 3-44.

- (f) Smoke may be employed to protect landing craft and troops as they approach the beach by limiting enemy observation and fire. This may be accomplished by smoking the enemy positions, by smoking the flanks or by screening the boats. It is not intended to cover the assaulting waves with smoke unless absolutely essential. Enemy positions may be covered with smoke by smoke projectiles fired by destroyers, LCG or rocket firing craft. Their use should be restricted to enemy fire-control installations, guns and pill boxes and to flanking the beach to obscure enemy observations. The effect of true wind must be considered so that the projectiles will detonate upwind of the target. Unless covering the boat lanes is required, in protecting boat waves, smoke the flanks of the boat lane; if the wind is on or off shore both flanks may be smoked; in the event of a quartering wind or wind parallel to the beach smoke the leeward flank.

SMOKE DOCTRINE

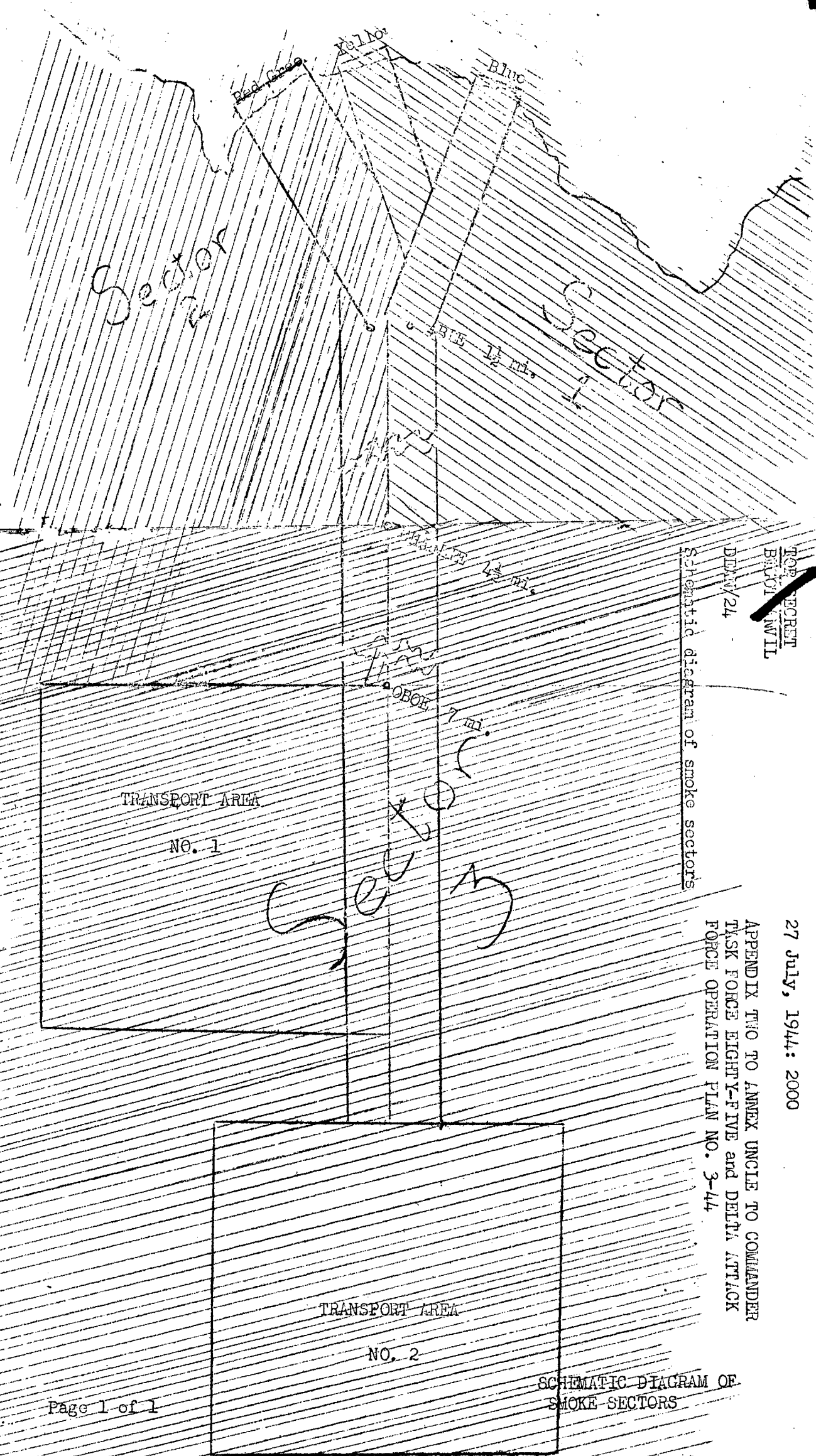
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DEW/24

Schematic diagram of smoke sectors

27 July, 1944: 2000

APPENDIX TWO TO ANNEX UNCLE TO COMMANDER
TASK FORCE EIGHTY-FIVE and DELTA ATTACK
FORCE OPERATION PLAN NO. 3-44



GrII/8thPhib/Al6-3
Serial: 0041(P)

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~~EIGHT-ANVIL~~

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WESTERN NAVAL TASK FORCE,
TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE,
U.S.S. BISCAYNE,

NAPLES, ITALY
27 July 1944: 2000

Smoke Equipment
Table

APPENDIX THREE TO ANNEX UNCLE TO COMMANDER TASK FORCE
EIGHTY-FIVE AND DELTA ATTACK FORCE OPERATION PLAN No. 3-44

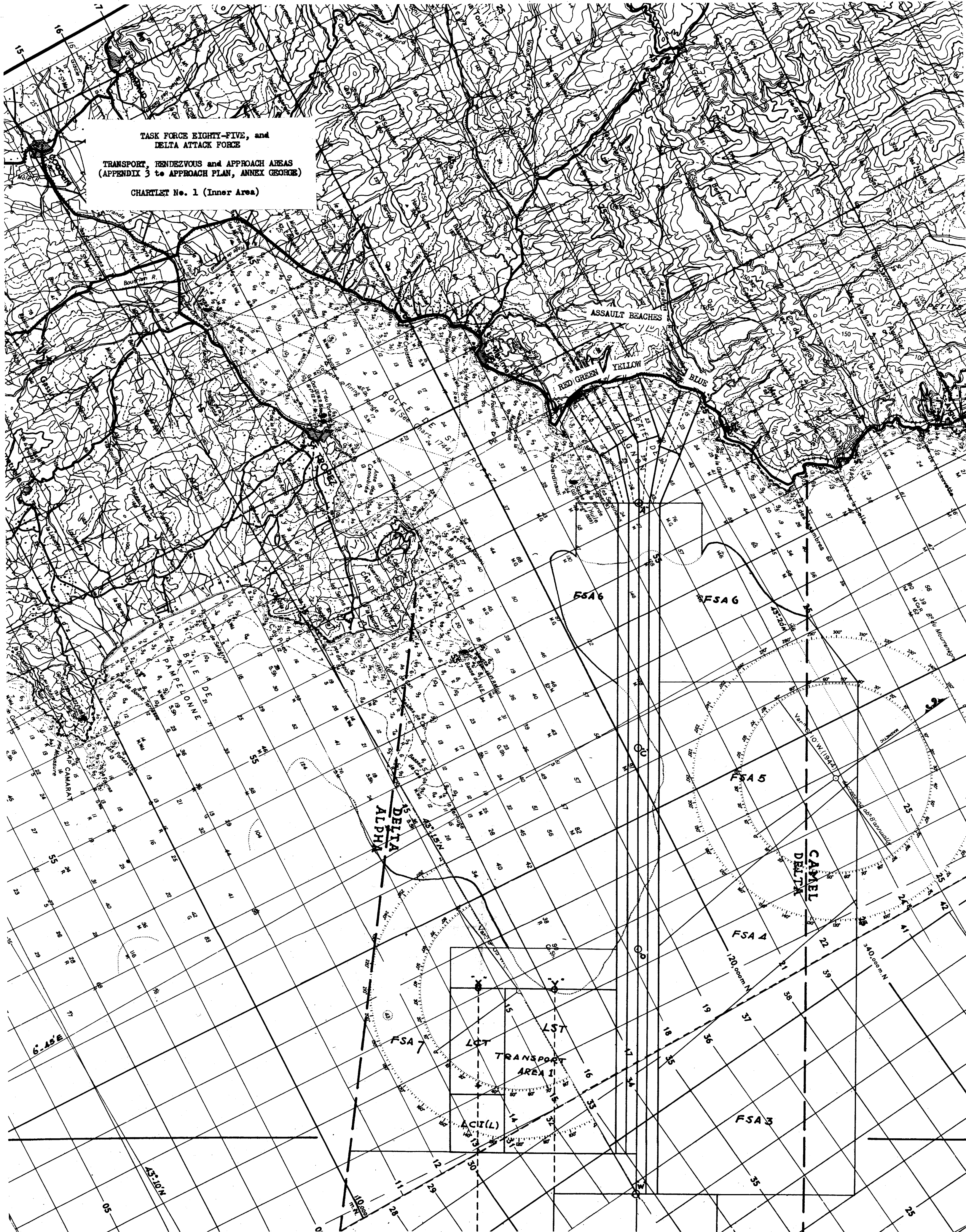
	M1 Pots	MK2 Floats	MK3 Pots	M4 Floats	Besler Gen.	Fog Oil Drums	Other
SC (Skim Sweepers)	40			40			
SC					1 Large	6	
LCC			24	24	1 Small	2	
BMS (LCVP) Sweepers				24			
LCS			24	24			24 FS Rockets
LCVP's (with Water cooled cover)	24						
LCVP's (1 per AKA, AP, APA, or XAP)					1 Small	2	
YMS	40	5		40			
PC	40			40			
AM's	40	5		80			
*LST's	200			120	1 Large	10	
LCI(L) 1-350 Class	60	5		100			
LCI(L) 351 Class				50	1 Large	6	
LCT U.S.		3		20			
LCT Br. LCG, LCF							8 #24 MK III 2 Mark VI
Beach Battalion	250			250	8	16	
DD		4					FS Stack
XAP	50	12		25			Stack
AKA	50	12		25	1 Large	10	
LSI, LSP							CSA Acid Gen. & 15 drums of acid.
Force Flag	50			25			
LCT(1) 17							50 Tons CSA

Provide glow shields for all M-1 and MK3 pots.

*LST Mother Ship provide water cooled smoke covers for all her shipborne craft
and carry double allowance.

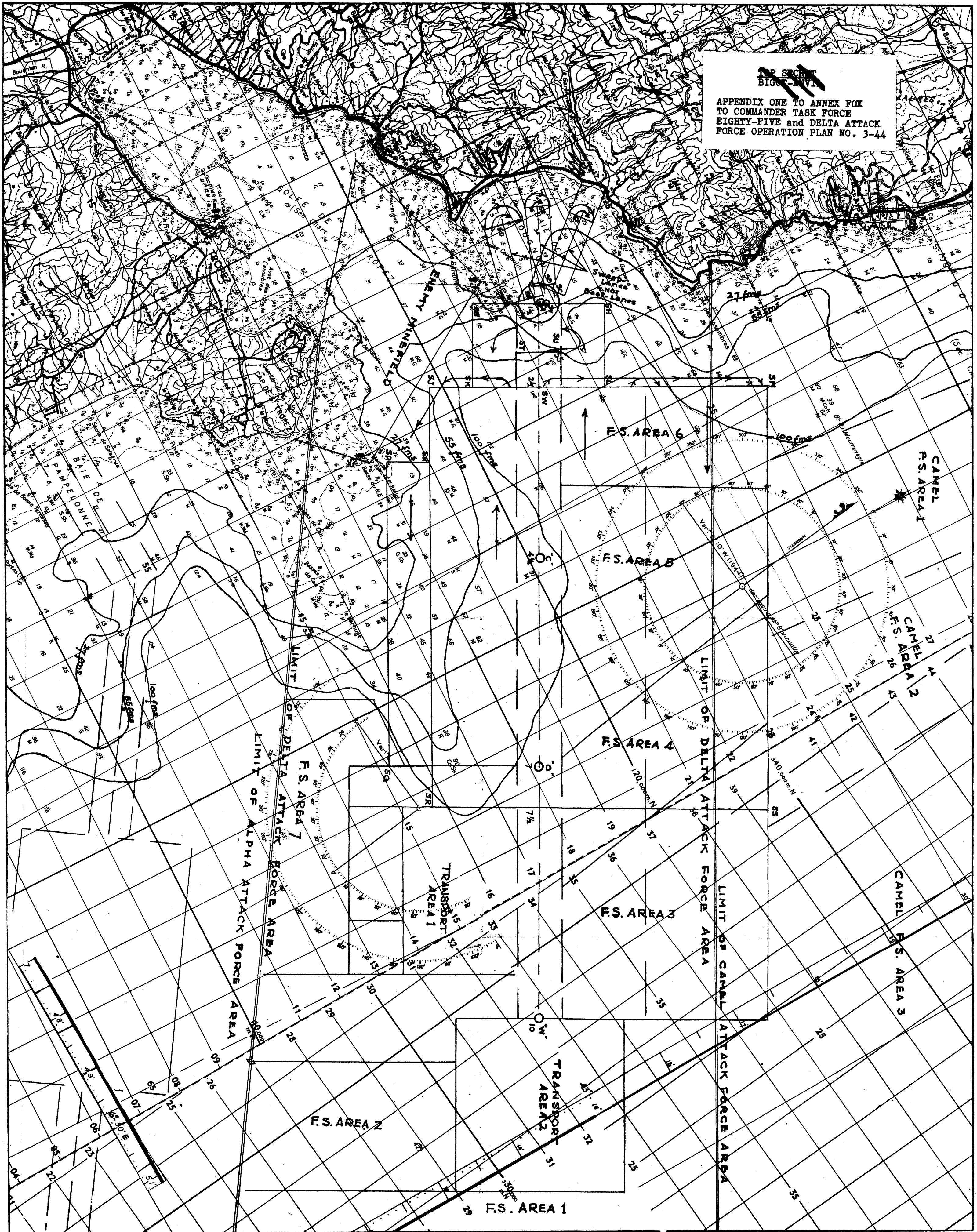
SMOKE EQUIPMENT TABLE

TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE
TRANSPORT, RENDEZVOUS and APPROACH AREAS
(APPENDIX 3 to APPROACH PLAN, ANNEX GEORGE)
CHARTLET No. 1 (Inner Area)



~~TOP SECRET~~
~~BIG-100~~

APPENDIX ONE TO ANNEX FOR
TO COMMANDER TASK FORCE
EIGHTY-FIVE and DELTA ATTACK
FORCE OPERATION PLAN NO. 3-44



APPENDIX 3
ANDEX Mike

MEDITERRANEAN
FRANCE - SOUTH COAST

GULF OF ST TROPEZ

From a French Government Survey of 1840.

With corrections to 1905

St Tropez Lighthouse - Lat. 43°16'23"N. Long. 8°38'10"E.

All Bearings are True (true+126° etc) and are given from Seaward.

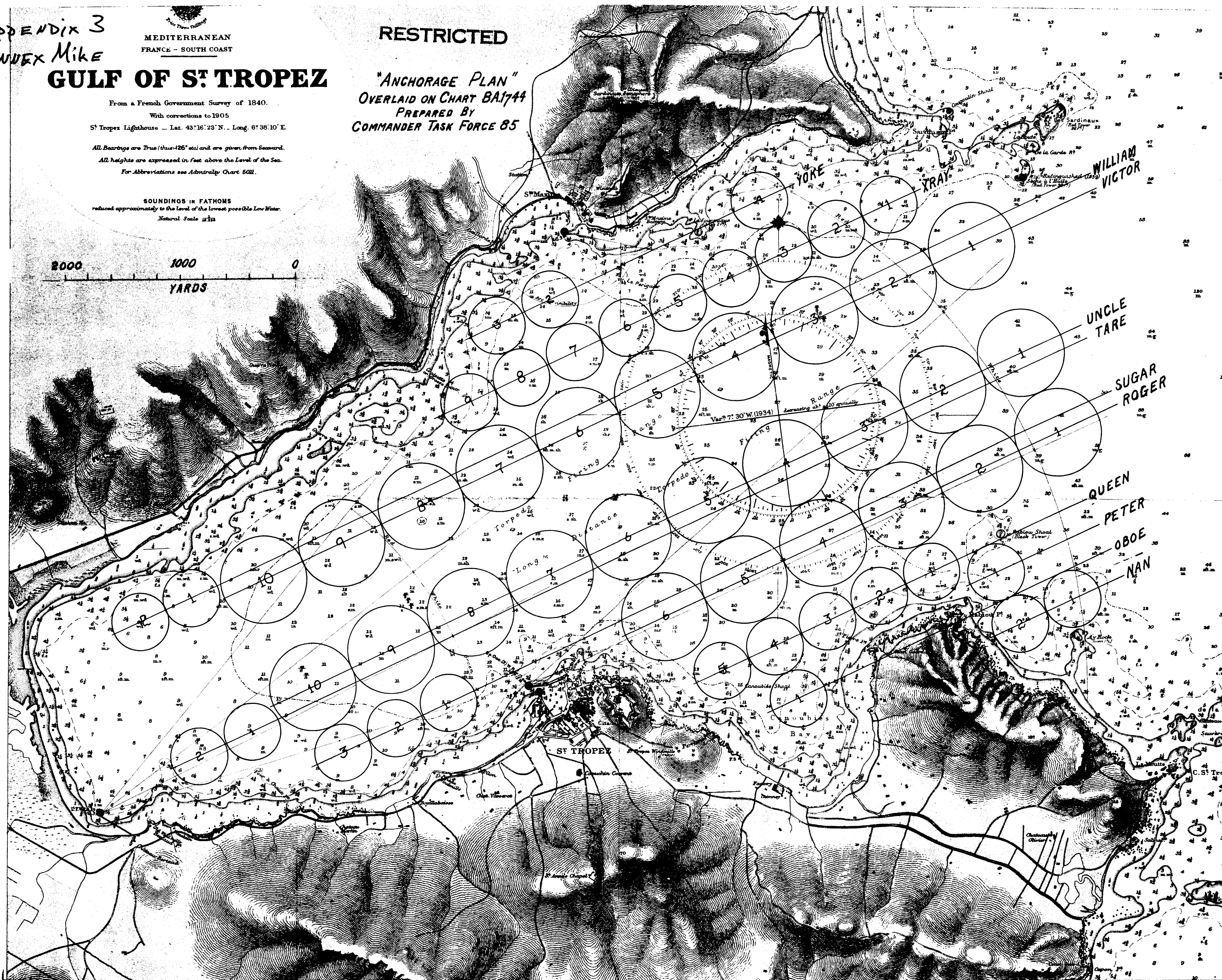
All heights are expressed in feet above the Level of the Sea.

For Abbreviations see Admiralty Chart 5011.

SOUNDINGS IN FATHOMS
reduced approximately to the level of the lowest possible Low Water.
Natural Scale 1:125

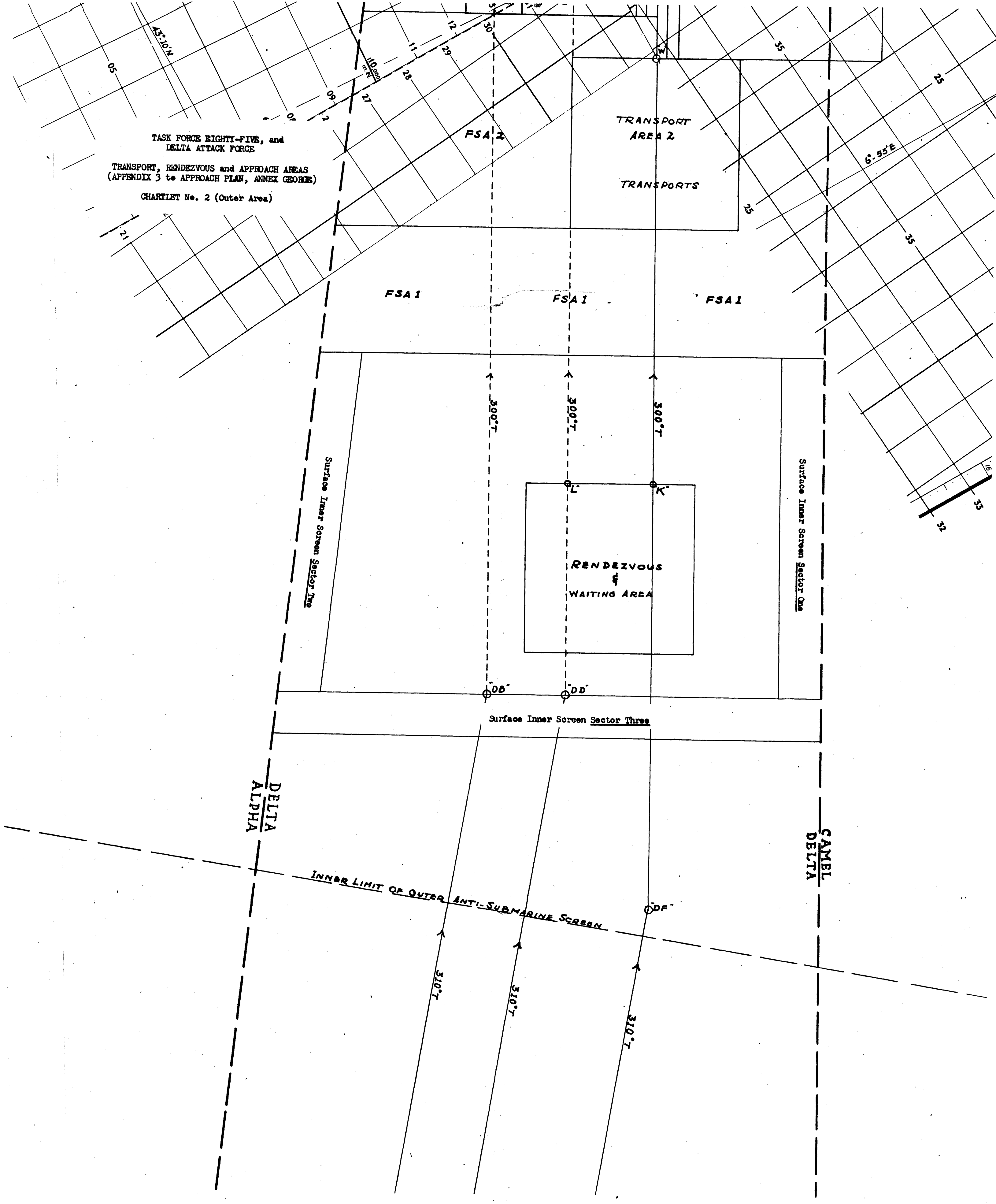
RESTRICTED

"ANCHORAGE PLAN"
OVERLAID ON CHART BA1744
PREPARED BY
COMMANDER TASK FORCE 85



TASK FORCE EIGHTY-FIVE, and
DELTA ATTACK FORCE
TRANSPORT, RENDEZVOUS and APPROACH AREAS
(APPENDIX 3 to APPROACH PLAN, ANNEX GEORGE)

CHARTLET No. 2 (Outer Area)



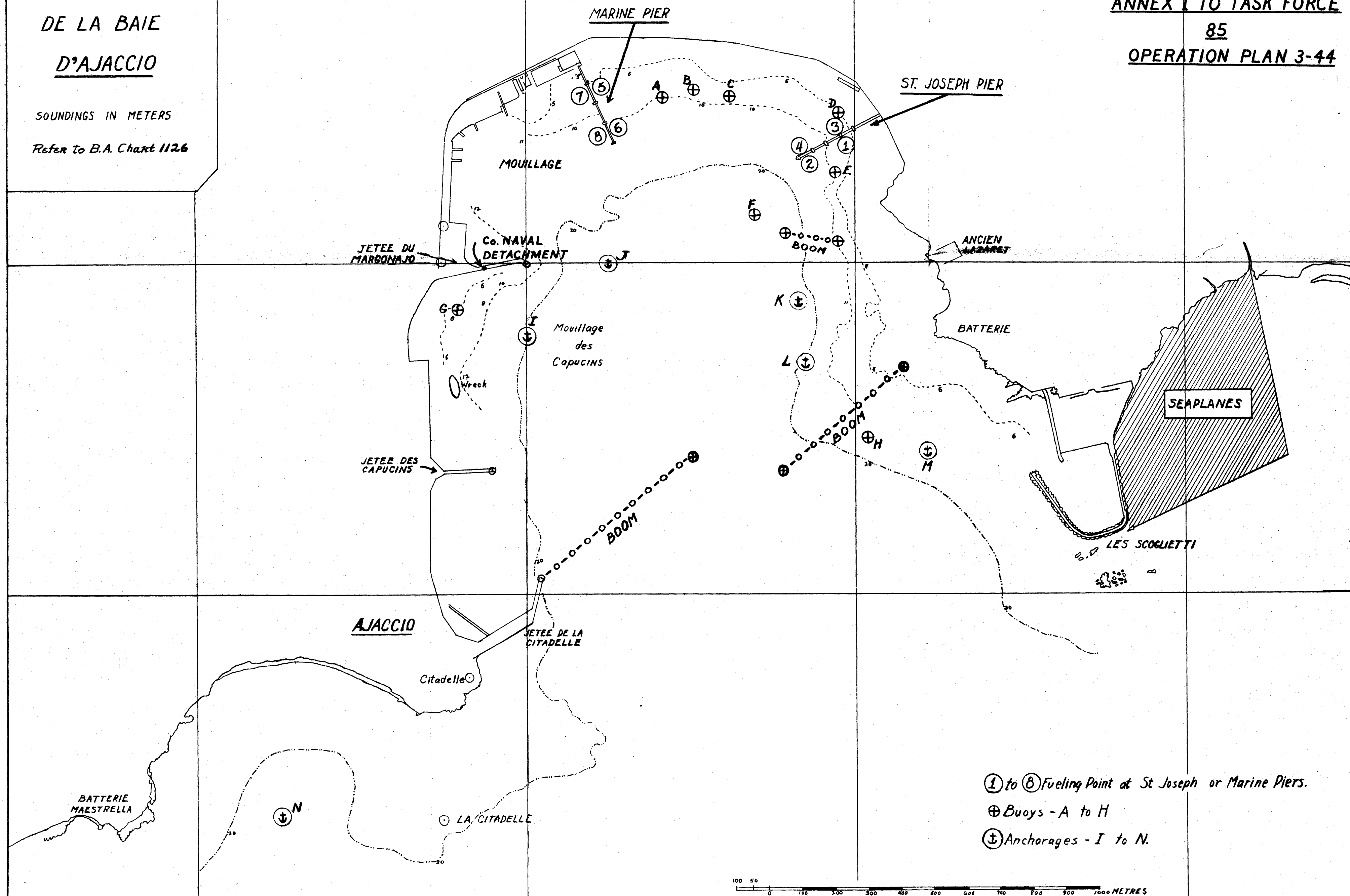
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RECORD NO. ~~TOP SECRET~~

PLAN
DE LA BAIE
D'AJACCIO

SOUNDINGS IN METERS
Refer to B.A. Chart 1126

ANCHORAGES
ANNEX 1 TO TASK FORCE
85
OPERATION PLAN 3-44



~~TOP SECRET~~