

DECLASSIFIED

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UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

CCD5/A12/A16-3
SERIAL

SECRET 0064

16 MAY 1945

From: Commander Carrier Division FIVE.
To : Commander-in-Chief, United States Fleet.
Subject: War Diary.
Reference: (a) PacFltConf. ltr. 1CL-45.
Enclosure: (A) ComCarDiv FIVE War Diary for March and April 1945.
1. Forwarded.

H. S. Rosenblatt
H. S. ROSENBLATT,
By direction.

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SERIAL

SECRET

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

16 MAY 1945

WAR DIARY
COMMANDER CARRIER DIVISION FIVE

CTG 58.1

1-4 March 1945 (East Long. Date)

Task Group Organization was as follows:

Task Group 58.1 - Fast Carrier Group ONE - Rear Admiral J. J. CLARK

Task Unit 58.1.1 - Carriers

HORNET (F)

Rear Admiral J. J. CLARK

WASP

BENNINGTON

BELLEAU WOOD

Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.21 Battleships - Rear Admiral J. F. SHAFROTH, Jr.

BatDiv 8 (less ALABAMA)

MASSACHUSETTS (F)

INDIANA

Task Unit 58.1.22 Cruisers - Rear Admiral F. E. M. WHITING

CruDiv 14 (less HOUSTON and VICKSBURG)

VINCENNES (F)

MIAMI

SAN DIEGO

Task Unit 58.1.3 - Group Screen - Captain J. H. CARTER

DesRon 61

DesDiv 121

DE HAVEN (SF)

MANSFIELD

LYMAN K. SWENSON

COLLETT

DesDiv 122

SAMUEL N. MOORE (F)

BLUE

BRUSH

TAUSSIG

DesRon 25

DesDiv 49

JOHN RODGERS (SF)

HARRISON

MC KEE

MURRAY

DesDiv 50

RINGGOLD (F)

SCHROEDER

SIGSBEE

16 MAY 1945

WAR DIARY
COMMANDER CARRIER DIVISION FIVE

Full details of the operations conducted during this period were set forth in Enclosure (C) to ComCarDiv FIVE War Diary for February. This enclosure was the Action Report of Commander Task Group 58.1 for the period 10 February to 4 March 1945. M. Scr. 112558

At 1430, 4 March 1945 the Task Group anchored at ULITHI for replenishment of stores, ammunition and fuel.

CTG 58.1

5 to 13 March 1945

Task Group 58.1 anchored at ULITHI replenishing stores, ammunition and fuel. Ships of the group requiring repairs received tender assistance.

CTG 58.1

14 March to 30 April 1945

Task Group 58.1 sortied from ULITHI in accordance with Commander Task Group 58.1 Operation Plan 2-45 dated 10 March 1945 for operations in preparation for and in support of the landings at OKINAWA. Commander Task Group 58.1 in HORNET. Commander Task Group 58.1 Operation Plan 2-45 and subsequent changes and additions are annexed as Enclosure (A).

The Task Group Organization upon sortie was as follows:

Task Group 58.1 (Fast Carrier Group ONE) - Rear Admiral J. J. CLARK.

Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
WASP (F) - Rear Admiral T. L. SPRAGUE.
BENNINGTON
BELLEAU WOOD

Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.21 Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8 (less ALABAMA)
MASSACHUSETTS (F)
INDIANA

Task Unit 58.1.22 Cruisers - Rear Admiral F. E. M. WHITING
CruDiv 14 (Less HOUSTON)
VINCENNES (F)
MIAMI
VICKSBURG

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WAR DIARY
COMMANDER CARRIER DIVISION FIVE

Task Group Organization (Cont'd)

Task Unit 58.1.3 - Group Screen

- Captain J. H. CARTER

DesRon 61
DesDiv 121
DE HAVEN (SF)
MANSFIELD
LYMAN K. SWENSON
COLLETT
MADDOX

DesDiv 122
SAMUEL N. MOORE (F)
BLUE
BRUSH
TAUSSIG

DesRon 25
DesDiv 49
JOHN RODGERS (SF)
HARRISON
MC KEE
MURRAY

DesDiv 50
SIGSBEE (F)
SCHROEDER
DASHIELL

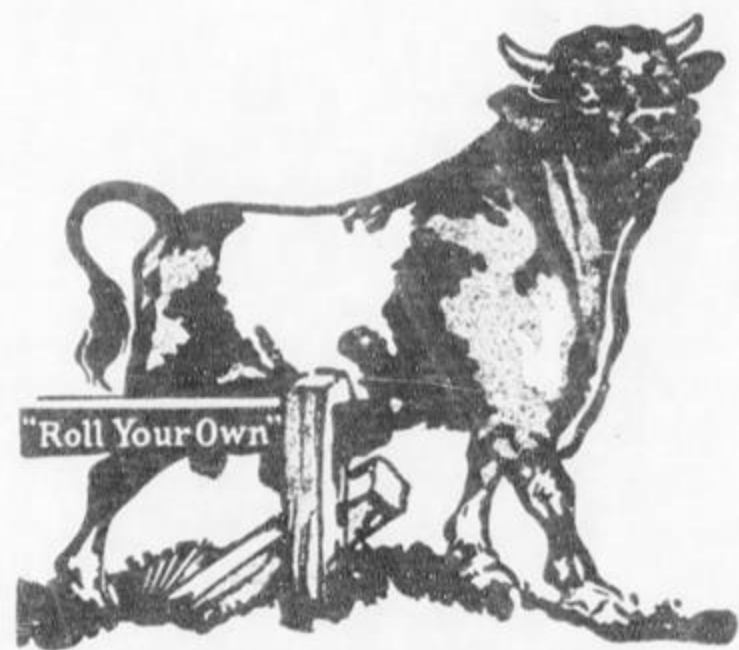
Full details of the operations conducted during this period are set forth in Commander Task Group 58.1 Action Report for the period 14 March to 30 April 1945 which is annexed as Enclosure (B). See M. Ser 112465

H. S. Rosenblatt

H. S. ROSENBLATT,
By direction.

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**COMMANDER TASK GROUP
FIFTY EIGHT POINT ONE
Fast Carrier Group One
OPERATION PLAN 2-45**



**BULL
DURHAM**

~~SECRET~~ **SECRET***

**This Operation Plan will be re-classified to SECRET by holders in the operating areas on L Minus 18 day and by other holders after initiation of the operations scheduled for L Day.*

CCD5/A4-3(1)
Serial: 0005

SECRET

OPERATION PLAN 2-45.

TASK ORGANIZATION

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

ULITHI, CAROLINE ISLANDS,
10 March 1945.

- (a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
WASP (F) - Rear Admiral T. L. SPRAGUE
BENNINGTON 3 CV
BELLEAU WOOD 1 CVL
- (b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.
Task Unit 58.1.21 - Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8 (less ALABAMA)
MASSACHUSETTS (F) 2 BB
INDIANA
- Task Unit 58.1.22 - Cruisers - Rear Admiral F.E.M. WHITING
CruDiv 14 (less HOUSTON)
VINCENTNES (F) 3 CL
MIAMI
VICKSBURG
SAN JUAN 1 CL(AA)
- (c) Task Unit 58.1.3 - Group Screen - Captain J. H. CARTER.
DesRon 61 (Captain T. H. HEDERMAN)
DesDiv 121 DesDiv 122
DEH. VEN (SF) SAMUEL N. MOORE (F) 9 DD
MANSFIELD BLUE
LYMAN K. SWENSON BRUSH
COLLETT TAUSSIG
MADDOX
- DesRon 25
DesDiv 49 DesDiv 50
JOHN RODGERS (SF) SIGSBEE (F) 7 DD
HARRISON SCHROEDER
McKEE DASHIELL
MURRAY

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OPERATION PLAN 2-45

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship.

ULITHI, CAROLINE ISLANDS
10 March 1945.

1. General Situation - IWO JIMA and the PHILIPPINES are now secure and shore based aircraft may now operate in strength against the NANSEI SHOTO, FORMOSA and the Empire. Our lines of communication and supply to the rear are well established and our attention may now be devoted to pushing our lines closer to the Empire.

Enemy Forces

Sources of information of the enemy are contained in:

- (a) Current JICPOA Bulletins.
- (b) Intelligence Summary, Annex "ITEM" to this Operation Plan and intelligence Annexes to other current operation plans for ICEBERG.
- (c) Current despatches particularly ultra despatches originated by the Commander-in-Chief, U. S. Pacific Fleet for ICEBERG.

Own Forces

- (a) This Operation Plan is derived from Commander Fifth Fleet Operation Plan No. 1-45 and Commander FIRST Carrier Task Force Operation Order No. 2-45.
- (b) The operation covered by this plan is termed ICEBERG.
- (c) Sources of information of own forces, their composition and movements are contained in current Operation Plans of Task Force Commanders for ICEBERG, copies of which are held by all units of this Group.

Assumptions

- (a) That the enemy will resist with all the forces at his command any approach of our forces to the Empire and the NANSEI SHOTO.
- (b) That attacks by shore based aircraft will constitute the major effort of the enemy to oppose our operations.
- (c) That air strikes by our shore based aircraft against FORMOSA prior to commencement of our attacks pursuant to this plan will reduce its effectiveness as a base from which to attack us, but its use for staging of search aircraft is probable.

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OPERATION PLAN 2-45.

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship

ULITHI, CAROLINE ISLANDS,
10 March 1945.

Assumptions (Cont'd)

- (d) That enemy picket boats, submarines and search aircraft will be encountered during our approach to the Empire and that our approach will probably be detected and the enemy alerted.
 - (e) That the increased tempo of attacks on Empire Bases by shore based aircraft and the noticeable absence of operations by our carrier aircraft prior to strikes herein scheduled will alert the enemy to the possibilities of carrier strikes against the Empire.
 - (f) That the bulk of the enemy's air power is located in KYUSHU and has completed intensive training for attacks against our forces.
 - (g) That the majority of the remaining enemy Fleet units are now operational and concentrated in the Empire and may make a desperate stand against the forward movement of our forces.
 - (h) That new carrier air groups are training in the Empire and will be available to supplement land based planes in attacks on our forces.
 - (i) That weather conditions prevailing in the Empire - NANSEI SHOTO area may greatly affect our air operations.
 - (j) That our expeditionary forces will encounter determined enemy resistance on the ground and will require active support of our air groups.
 - (k) That large areas in the vicinity of the Empire and the NANSEI SHOTO especially to the West are mined and that the enemy may try to maneuver our forces into his mine fields and interfere with our sweeping operations.
 - (l) That the tactical situation may require the presence of this Group in the Empire - NANSEI SHOTO Operating Areas for an extended period.
2. This Task Group will assist in the capture, occupation and defense of OKINAWA GUNTO by destroying enemy naval or air forces attempting to interfere with the movement of our forces, by destroying aircraft, aircraft facilities, naval forces, shipping and defenses in the Empire, FORMOSA and NANSEI SHOTO area by conducting repeated air strikes on such bases; by providing air support for the Commander Joint Expeditionary Force on such days as directed; by conducting search and reconnaissance missions, and by protecting the Joint Expeditionary Force during and after the occupation of OKINAWA GUNTO by that force, from enemy air and surface forces.

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UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship

SECRET

OPERATION PLAN 2-45.

ULITHI, CAROLINE ISLANDS,
10 March 1945.

3. (a) Task Unit 58.1.1 - Carriers

1. Intercept and destroy enemy aircraft, aircraft facilities, naval forces, shipping and defenses in the Empire, FORIOSA and the NANSEI SHOTO by repeated air strikes as outlined in Air Plan, Annex EASY hereto.
2. Provide air support for operations of the Joint Expeditionary Force in accordance with Annex H to ComPhibs Pac OpPlan 11-45.
3. Gain control of the air in the target areas.
4. Provide Anti-Submarine Patrols, Anti-Snoopers, Combat Air and other Patrols and Night Fighter defense for the Task Group.
5. Make photographic reconnaissance of enemy areas as outlined in Air Plan, Annex EASY hereto.
6. Conduct air searches as ordered and be prepared to provide air observation and scouting services as directed.
7. Provide air cover for minesweeping operations and aerial reconnaissance to detect mines.
8. Conduct Hunter-Killer operations as directed.
9. Be prepared to attack major enemy surface units as provided in Enclosure One to Annex JIG of this Plan and the Battle Plan, Annex "J" of ComFIFTHFlt Operation Plan No. 1-45.
10. Be prepared to attack the SHANGHAI-MINPO Area if ordered.

(b) Task Unit 58.1.2 - Support Unit

1. Support and defend disposition against enemy air or surface attack.
2. Provide VOS Rescue Team service commencing LOVE Minus FOURTEEN Day.
3. Be prepared to conduct Anti-Submarine Patrols using VOS aircraft.
4. Cruiser Division 14 be prepared to conduct bombardment of MINAMI DAITO as directed with Destroyer Division 122.

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OPERATION PLAN 2-45

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship

ULITHI, CAROLINE ISLANDS,
10 March 1945.

(b) Task Unit 58.1.2 (Cont'd)

5. Be prepared to execute assignments in Battle Plan, Annex "J" to Com FIFTHFLT Operation Plan No. 1-45 in the event of major surface action and the assignments in Enclosures One and Two to Annex JIG of this plan in the event of surface action by this Task Group.
6. All units be prepared to conduct bombardments and direct fire support for the Joint Expeditionary Force.

(c) Task Unit 58.1.3 - Group Screen

1. Screen disposition against enemy submarines and light surface units.
2. Support and defend disposition against enemy air or surface attacks.
3. Provide rescue services in accordance with doctrine.
4. Conduct Hunter-Killer operations assisted by Anti-Submarine Patrol as ordered.
5. Provide pickets.
6. Furnish units for a Scouting Line as directed.
7. Be prepared to execute assignments in Battle Plan, Annex "J" to Com FIFTHFLT Operation Plan No. 1-45 in the event of major surface action and the assignments in Enclosures One and Two to Annex JIG of this Plan in the event of surface action by this Task Group.
8. All units be prepared to conduct bombardments as ordered.

(x) 1. This Plan is effective upon receipt.

2. LOVE Day is the day of initial landings at OKINAWA and is 1 April 1945 East Longitude Date unless changed by proper authority.
3. In the event that ICEBERG is opposed by major enemy surface forces this Group will operate when ordered in accordance with Commander FIFTH Fleet Battle Plan which is Annex "J" to his Operation Plan No. 1-45.
4. Cruising formations as in Annex BAKER hereto. Commanding Officers of heavy ships will give way or open out for carriers operating aircraft as may be necessary to facilitate such operations.

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OPERATION PLAN 2-45

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship

ULITHI, CAROLINE ISLANDS,
10 March 1945.

(x) (Cont'd)

5. USF 10(A) including Pacific Fleet Supplement thereto and Commander FIRST Carrier Task Force Instructions (FIRSTCar TFI-L) are effective.
 6. Movements will be directed by despatches. Reference Points are set forth in Annex "D" to ComFIFTHFlt Operation Plan 1-45. Carrier Launching Points are set forth in Annex "B" to ComFIRST Car TF OpOrder 2-45. Be prepared to sortie from ULITHI on LOVE Minus EIGHTEEN Day on signal.
 7. Air Sea Rescue will be handled as provided in Annex FOX hereto.
 8. Commanding Officers take measures to prevent attacks on friendly submarines. Attention is invited to CinCPOA SOP-1 of 15 September 1944. Addendum SIX thereto and current CinCPOA and CinCSIPA Zone notices and Annexes ITEM and JIG to this Operation Plan.
 9. Keep Commander Task Group FIFTY-EIGHT POINT ONE informed of the tactical situation in the target area.
 10. Submit reports promptly in accordance with Annex HOW.
 11. Be prepared to execute the Battle Plans set forth in Enclosures One and Two to Annex JIG, hereto.
 12. General Operating Instructions contained in Annex DOG.
 13. Training Exercises will be conducted as outlined in Annex KING.
 14. Comply with current directives on Public Relations as set forth in Annex LOVE.
 15. ALL SHIPS BE ALERT FOR MINES.
4. (a) Provisions for logistic support are contained in:
1. Commander FIFTH Fleet Operation Plan 1-45, Annex "H".
 2. Commander FIRST Carrier Task Force Operation Order No. 2-45, Annex "I".
 3. Annex CHARLIE to this Plan.
- (b) All practicable measures must be taken to conserve fuel.

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OPERATION PLAN 2-45

ULITHI, CAROLINE ISLANDS,
10 March 1945.

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4. (Cont'd)
- (c) Damaged ships proceed toward closest friendly port as directed.
 - (d) All ships be prepared to tow or be towed.
5. (a) Communications in accordance with Annex ABLE hereto.
- (b) Radar, Fighter Direction and Radar Countermeasures Plans are set forth in Annex GEORGE hereto.
 - (c) Use Zone Zero time in date time group of despatches. When time is expressed in body of despatches or in correspondence, include the appropriate zone description letter. Between longitude 157°-30' E. and longitude 139°E. use Zone Minus 10 time for local time. West of longitude 139° E. use Zone Minus 9 time for local time. By directive of Commander-in-Chief, Pacific Ocean Areas, local time on shore will be as specified in PacFlt Letter 43L-44 (Revised).
 - (d) Commander Task Group FIFTY-EIGHT POINT ONE in HORNET.

J. J. Clark

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE.
Commander Carrier Division FIVE.

ANNEXES:

"ABLE"	- COMMUNICATION PLAN
"BAKER"	- CRUISING INSTRUCTIONS
"CHARLIE"	- FUELING AND LOGISTICS PLAN
"DOG"	- GENERAL OPERATING INSTRUCTIONS
"EASY"	- AIR PLAN
"FOX"	- RESCUE PROVISIONS
"GEORGE"	- RADAR AND FIGHTER DIRECTION PLAN
"HOW"	- REPORT AND PHOTOGRAPH HANDLING INSTRUCTIONS
"ITEM"	- INTELLIGENCE SUMMARY
"JIG"	- FIGHTING INSTRUCTIONS
"KING"	- TRAINING EXERCISES
"LOVE"	- PUBLIC RELATIONS

AUTHENTICATED:

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

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Operation Plan

Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45 (Distribution List)

LIST A: (Distribution consists of entire Operation Plan completely assembled)

Cominch (Incl. War Dept.)	13	ComGenFMFPac	1
OpNav	3	ComGenAirFMFPac	1
ComdtMarCorps	1	ComMarWing-2	1
CinCPac & POA	12	ComFwdAreaCentPac	1
Deputy CinCPac & POA	2	ComShoreBaseAirFwdAreaCentPac	1
ComFIFTHFlt	5	ComMARIANAS Air-Sea Rescue Unit	1
ComAirPac	3	ComFairWing-1	2
AirPacSubComFwd	1	InterPron-2	1
ComBatRon-1	1	<u>T.G. 58.1</u>	
ComCruPac	1	ComCarDiv - 3	5
ComDesPac	1	ComBatDiv - 8	5
ComSubPac	1	ComCruDiv - 13	5
ComMinePac	1	ComCruDiv - 14	5
ComSECONDCarTaskForPac	1	<u>T.G. 58.2</u>	
ComTHIRDFlt	1	ComCarDiv - 2	2
ComFIRSTCarTaskForPac	5	ComBatDiv - 6	2
ComEscortCarForPac	1	ComCruDiv - 10	2
ComCarDiv-22	1	<u>T.G. 58.3</u>	
ComCarDiv-24	1	ComCarDiv - 1	2
ComCarDiv-25	1	ComBatDiv - 7	2
ComCarDiv-26	1	ComBatRon - 2	2
FRUPAC	1	ComCruDiv - 17	2
ComPhibForPac	3	<u>T.G. 58.4</u>	
CASCU, PhibForPac	2	ComCarDiv - 6	2
ComGenPOA	1	ComCarDiv - 7	2
ComGenStratAirForPac	1	ComBatDiv - 9	2
ComGen14thAAF	1	ComCruDiv - 16	2
ComGen20thAAF	1	ComCruDiv - 18	2
DepCom20thAAF	1		
ComGen20thBomCom	1		
ComGen21stBomCom	1		
ComAirSEVENTHFlt	1		
ComSubSEVENTHFlt	1		

Distribution List, Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45.

List B: Distribution consists of entire Operation Plan but with Plans HAPPY, LUCKY, and LOVE sealed in separate envelopes. These Plans are made up of additional enclosures to various annexes of the basic plan and will be opened upon instructions ONLY and when opened the enclosures will be added to the basic plan and will be effective.

Task Group 58.1

Task Group 58.2

HORNET (F, CCD-5)	15	FRANKLIN (F, CCD-2)	3
WASP (F, CCD-3)	15	HANCOCK	3
BENNINGTON	15	SAN JACINTO	3
BELLEAU WOOD	10	BATAAN	3
MASSACHUSETTS (F, CBD-8)	8	WASHINGTON (F, CBD-6)	2
INDIANA	8	NORTH CAROLINA	2
BIRMINGHAM (F, CCD-13)	8	BALTIMORE (F, CCD-10)	2
VINCENNES (F, CCD-14)	8	PITTSBURGH	2
MIAMI	8	SAN FRANCISCO (F, CCD-6)	2
VICKSBURG	8	SANTA FE	2
SAN JUAN	8	OAKLAND	2
ComDesRon-61 (CDD-121)	3	ComDesRon-52 (CDD-103)	2
DeHAVEN (F)	4	OWEN (F)	1
HANSFIELD	4	MILLER	1
LYMAN K. SWENSON	4	THE SULLIVANS	1
COLLETT	4	STEPHAN POTTER	1
MADDOX	4	TINGEY	1
ComDesDiv-122	1	ComDesDiv-104	1
SAMUEL N. MOORE (F)	4	HICKOX (F)	1
BLUE	4	HUNT	1
BRUSH	4	LEVIS HANCOCK	1
TAUSSIG	4	MARSHALL	1
ComDesRon-25 (CDD-49)	3	ComDesRon-53 (CDD-105)	2
JOHN RODGERS	4	CUSHING (F)	1
HARRISON	4	HAISEY POWELL	1
McKEE	4	COLAHAN	1
MURRAY	4	UHL ANN	1
ComDesDiv-50	1	BENHAM	1
SIGSBEE (F)	4	ComDesDiv-106	1
SCHROEDER	4	TWINING (F)	1
DASHIELL	4	STOCKHAM	1
		WEDDERBURN	1

Distribution List, Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45.
List B (continued).

Task Group 58.3

ESSEX (F, CCD-1)	3	WISCONSIN (F, CBD-9)	2
BUNKER HILL (FF)	3	MISSOURI (Alternate FFF)	2
RANDOLPH	3		
CABOT	3	GUAM (F, CCD-16)	2
		ALASKA	2
NEW JERSEY (F, CBD-7)	2	ST. LOUIS	2
		FLINT	2
SOUTH DAKOTA (F, CBS-2)	2	SAN DIEGO	2
PASADENA (F, CCD-17)	2	ComDesRon-60 (CDD-119)	2
SPRINGFIELD	2	BARTON (F)	1
ASTORIA	2	ALKE	1
WILKES-BARRE	2	LAFLEY	1
		O'BRIEN	1
INDIANAPOLIS (FFF)	2	LOURY	1
ComDesRon-62 (CDD-123)	2	ComDesDiv-120	1
AULT (F)	1	ALLEN R. SUMNER (F)	1
ENGLISH	1	MOALE	1
CHARLES S. SPERRY	1	INGRAHAM	1
WALDRON	1		
HAYNSWORTH	1	ComDesRon-54 (CDD-107)	2
		REILLY (F)	1
ComDesDiv-124	1	NORMAN SCOTT	1
HANK (F)	1	MERTZ	1
BORIE	1	MONSSEN	1
WALLACE L. LIND	1		
JOHN W. WEEKS	1	ComDesDiv-108	1
		MELVIN (F)	1
ComDesRon-48 (CDD-95)	2	McDERMUT	1
ERBEN (F)	1	McGOYAN	1
WALKER	1	McNAIR	1
HALE	1		
STIMBEL	1	ComDesRon-47 (CDD-93)	2
		McCORD (F)	1
ComDesDiv-96	2	TEATHEN	1
BLACK (F)	1	HAZELWOOD	1
BULLARD	1	HEERLMANN	1
KIDD	1		
CHAUNCEY	1	ComDesDiv-94	1
		HAGARD (F)	1
		FRANKS	1
		HAILEY	1

Task Group 58.4

YORKTOWN (F, CCD-6)	3
ENTERPRISE (F, CCD-7)	3
INTREPID	3
INDEPENDENCE	3
LANGLEY	3

Distribution List, ComTask Group 58.1, Operation Plan No. 2-45.

List C: (Distribution consists of the Operations Plan less the basic order and with Plans HAPPY, LUCKY and LOVE sealed.)

Task Group 58.1

ComAirGrp, HORNET	10
ComAirGrp, WASP	10
ComAirGrp, BENNINGTON	10
ComAirGrp, BELLEAU WOOD	5

List D: (Distribution consists of complete assembled plan but delivery will be deferred until after commencement of operations.)

ComTrainCarRonPac	1	COMPENS	1
ComCarDiv-11	1	LAKE CHAMPLAIN	1
ComCarDiv-12	1	LEXINGTON	1
		MONTEREY	1
Naval War College	1	SHANGRI LA	1
ANSCOL	1	TICONDEROGA	1
MarCorpsSchools	3	PacFlt Radar Center	
Naval ACI Officers School	1	F.D. School	1
		Naval Radar Training School	
ComCarDiv-4	1	NAS St. Simons Island, Ga.	1
ANTIETAM	1		
BON HOMME RICHARD	1		
BOXER	1		

List E: (Distribution consists of Operation Plan less Plans HAPPY, LUCKY, LOVE and less Annexes EASY, FOX, ITEM and LOVE.)

ComServRon 6 (for distribution to units of TG 50.3)		50
ComServRon 10	5	
ComServRon 8	3	
ComCarTransRonPac	2	

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ANNEX ABLE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

COMMUNICATION PLAN

1000. GENERAL

- (a) Communications will be in accordance with this plan and the following current directives, all of which must be studied:
- (1) USF 70(A)
 - (2) CentConTWO.
 - (3) ComFIFTH Fleet Communication Plan (Annex "L", Operation Plan 1-45).
 - (4) ComFIRSTCar TF Communication Annex "E" (Operation Order 2-45).
- (b) The Task Group Commander encourages cooperation and mutual assistance. Any contact reports received or other important information should be passed on. Relay TBS messages when necessary. Be alert to relay visuals particularly between task groups. Report any unreported radar contacts. The most important consideration is to get communications through quickly and accurately.
- (c) Linking vessels maintain communications with Task Group Commander on Channel Roger if possible. Avoid relays of minor course changes by TBS.
- Pickets will not always be informed of Task Group course and speed changes and must habitually maintain station by radar.
- (d) Use the most efficient available means for clearing traffic to the Task Group Commander.

Visual is the preferred method during daylight and at night when time permits.

Use Channel Roger for Inter FDO communications when directed, for exchange of gunnery information, for control of screen, for control of gunnery exercises, etc. Use it for administrative messages whenever the tactical situation permits, if it will expedite operations. Maintain good circuit discipline at all times. Answer promptly when called. Advise the Task Group Commander immediately in the event of failure of equipment.

Use TBS #1 only when necessary.

Maintain silence on TBS #2, except when called, whenever within range of other task groups. In any case, obtain permission before transmitting a message.

- (e) Do not use General Signals or Shackle Code for emergency reports. Shackle code will not be used for Lifeguard, Radar, and Flash Reports.

~~SECRET~~

ANNEX ABLE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

1000. GENERAL (Cont'd)

(f) Be careful of all messages on all radio circuits. Do not give away the next day's operations. The Shackle Code has little security. Keep such messages off the air if possible.

1120. This Communication Plan is effective upon sortie from ULITHI.

1170. Contact reports. Be sure they reach the Task Group Commander.

1200. Guard Task Group CW circuit (419 kcs) at General Quarters and when ordered, for use as maneuvering circuit in battle. In addition, all heavy ships are directed to have a second receiver with a speaker in the Pilot House on the Primary TBS. This can be done with an RBK receiver if an extra TBS is not available.

2100. RADIO DISCIPLINE

- (a) At all times, radio discipline must be maintained on all voice circuits. Discipline is a matter of control and training.
- (b) Each ship's Communication Officer is held responsible for the control and monitoring of all circuits, including aircraft circuits, used by his ship. He is responsible for a comprehensive training program.
- (c) Air Officers and Group Commanders are directly responsible for the training of squadron personnel.
- (d) Fighter Director Officers are directly responsible for the discipline of fighters in the air under their control.
- (e) Each Target Coordinator or strike leader is directly responsible for the discipline of all planes in his strike group.
- (f) After radio silence is broken, good radio discipline includes the following fundamentals:
- (1) No unnecessary transmissions.
 - (2) Correct procedure.
 - (3) Thinking before going on the air.
 - (4) Not cutting in on other transmissions.
 - (5) Being alert and listening when called.
- (g) All ARC 1 transmitter selector switches are to be safety wired so that accidental transmissions on MF or HF cannot be made. These must be checked before each flight.

SECRET

ANNEX ABLE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

2110. RADIO SILENCE

- (a) There is no restriction at any time on the use of the following equipment for necessary traffic:

TBS #1 Primary tactical and Warning Net.
TBS #2 T.G. Commander's circuit (new)
Aircraft type VHF equipment.

- (b) Except when otherwise ordered, LAM and LN equipment (Fl) (30 mcs - 40 mcs) may be used under all circumstances between 1 hour after sunset, and 1 hour before sunrise.
- (c) After the first strike has alerted the target, on strike days, LAM equipment may be used for Inter FDO purposes. At the same time 3000 kcs will be released for enemy warnings and 2096 may be released as necessary for Inter FDO communications.
- (d) When special permission has been obtained, LN destroyer equipment may be used in the daytime.
- (e) Except in emergencies, it is the responsibility of the OTC to decide when to break radio silence.
- (f) At sea, deliver administrative ship-shore radio traffic to the Task Group Commander for further transmission.

2130. See Radar and Fighter Direction Plan, Annex GEORGE. A summary of Radio, Radar and IFF conditions has been separately supplied.

2200 RADIO FREQUENCY PLAN - SHIPBOARD

Guard	-	Continuous watch; transmitter ready.
Cover	-	Continuous watch; transmitter available.
Intercept	-	Continuous watch; complete log.
Listen	-	Continuous watch; log optional.

- (a) Voice Tactical and Warning Circuits.

TBS #1 - 72.1 mcs - All ships guard.

Channel ROGER (VHF Tactical) -
140.76 mcs - All ships guard - may also be used for administrative traffic.

H.F. Warning - 3000 kcs - HORNET and detached units cover.
All others listen.

2200. RADIO FREQUENCY PLAN - SHIPBOARD (Cont'd)(b) Inter FDO Circuits.

- Force Primary 37.6 mcs - All ships having two MAN set guard.
- Force Secondary 2096 kcs - All carriers and FD ships guard - others optional.
- VHF Channel "Q" 140.58 mcs - For Force communications only, in Radio Silence Condition ONE.
- Group Primary 34.0 mcs - All ships guard.
- VHF Channel "R" 140.76 mcs - For Group communications only, in Radio Silence Condition ONE.

(c) Aircraft Circuits - Shipboard.

- Lifeguard and Strike Frequency 4475 kcs - HORNET guard - other carriers and FD Ships guard during strike days.
- Search Frequency (except VP) 6420 kcs - All carriers guard when VB/VT searches in progress -
- Air Observer (if used) 3065 kcs - HORNET listen when ordered.
- VHF Channel "A" 116.10 mcs - All ships having one VHF set guard.
- VHF Channel "U" 142.02 mcs - All carriers guard.
- VHF Channel "Q" 140.58 mcs - All ships having two VHF set guard, unless otherwise directed.
- VHF Channel "W" 142.74 mcs - All carriers guard.
- Spotting Frequencies (Various) - Firing ships guard when needed.

(d) "FOX" Intercept Schedules

- NPI "HOW" - All ships except INDIANA and MIAMI intercept.
- GUAM rebroadcast of NPI "HOW" - INDIANA and MIAMI

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ANNEX ABLE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

2200. RADIO FREQUENCY PLAN - SHIPBOARD (Cont'd)

NPM "JUMP" - All Heavy ships except WASP and VICKSBURG intercept.

GUAM rebroadcast of NPM "JUMP" - WASP and VICKSBURG.

Submarine "PETER" - HORNET

HAIKU - Weather and Basegrams - HORNET intercept. MASSACHUSETTS guard Basegrams for T.G. Deliver by visual or guard mail.

(c) Fleet Common and Ship-Shore Circuits

FIFTH Fleet T.F.C.	4420 CW	- HORNET and WASP guard, detached units cover.
Local Ship-Shore	355 CW	- HORNET guard in or near port.
Pacific Fleet Task Force Commanders' Circuit	8410 CW	- HORNET and VINCENNES intercept.
TF 58 T.G. Commanders' Circuit	65.34 mcs MCW (TBS/2)	- All heavy ships guard. <u>Do not interfere with other task groups.</u> Do not break in.
TF 58 TGC Secondary	2642 Voice	- HORNET guard. WASP, MASSACHUSETTS and VINCENNES listen.
TF 58 Common Primary	399 CW	- HORNET and WASP guard. All others cover.
TF 50 Common	413 CW	- All ships be prepared to shift to.
TG 58.1 Common	419 CW	- All ships guard during General Quarters and when ordered.
TF 58 Battle Line Command	2012 Voice	- Ships assigned to battle line be prepared to shift to.
Fleet Common FM VHF	34.8 mcs	- HORNET intercept when near amphibious forces or fleet tugs.

 2200. RADIO FREQUENCY PLAN - SHIPBOARD (Cont'd)

(f) Special Circuits.

Harbor Circuit 2716 Voice - HORNET guard in port only. All others intercept.

Distress Frequency 500 kcs CW - VICKSBURG and detached units intercept.

Airopintel 4385 series - HORNET, WASP, MASSACHUSETTS and VINCENNES intercept.

(g) For special circuits to be used when near or supporting amphibious operations see Enclosure One to this Annex.

(h) Any ship suspecting trouble with TBS or VHF equipment should not hesitate to check by making a very short test call.

(i) All Tactical and Warning circuits should have at least a speaker watch in the Pilot House. All Tactical and Warning circuits, all Inter FDO circuits, and all aircraft circuits should be named in the CIC Message Center to the extent permitted by space and equipment.

(j) When controlling Combat Air Patrol or JACKS, ships shall invariably use their best available VHF equipment on the aircraft frequency in use.

2217. RADIO FREQUENCY PLAN - AIRCRAFT

(a) All fighter planes are to be carefully calibrated and set on 4475 kcs. This will be the only High Frequency used by our fighters in this operation.

(b) All VB and VT are to be carefully calibrated on the following frequencies:

4475, 6420, 6740, 3000, 5135, 3355, 4915, 4420, 6005, 6970, and 8770.

(c) All VHF sets in carrier aircraft shall be set on the following frequencies:

116.10 Channel Able
 142.02 Channel Uncle
 140.58 Channel Queen
 142.74 Channel William

In addition all ARC One sets shall include Channel Victor 142.56 and shall have Channel Queen as the guard channel.

2217. RADIO FREQUENCY PLAN - AIRCRAFT (Cont'd)

(c) Cont'd

VHF sets in cruiser and battleship aircraft shall be set on:

142.02 Channel Uncle
 140.58 Channel Queen
 142.56 Channel Victor
 142.74 Channel William
 with Channel Queen as the guard channel.

The positions on all sets shall be marked to show the alphabetical designation of each frequency.

eg. 140.58 on all sets should show as QUEEN.

(d) Frequencies will be used as follows:

CAP - Normally on Channel "A".

JACKS - on Channel "A".

CAP over DD scouting line - on Channel "W".

CAP over rescue submarine - on Channel "Q".

VF(N) - Always on Channel "W" initially.

FDO may use any VHF frequency for CAP in emergencies.

HF Emergency secondary for all CAP is 4475.

Strikes - Use Channel "U" VHF, and 4475 High Frequency. Target Coordinator or Strike Leader transmit brief reports of conditions and events at each target blind on 4475.

Searches - Relay planes will often be provided so that reports may be made by VHF, Channel "Q". If message can not be delivered by VHF, search plane (if a VF) will transmit several times on 4475 voice. Confirm by VHF when returning. If search plane is VB or VT, make report on 6420 initially, followed by 3000 (if contact is important), and then by 4475. Have all planes in company transmit important messages.

Lifeguard and Rescue - Use Channel "Q" and 4475. Do not hesitate to use 4475 on strike days when it will help.

Anti-Sub Patrol - Use Channel "Q" VHF. If VB or VT, set High Frequency on 3000 kes.

<u>Spotting Frequencies</u> - MASSACHUSETTS	6450	MIAMI	7670
INDIANA	6845	VICKSBURG	7235
VINCENNES	7375		

(e) On every STRIKE, STEEP, RESCUE MISSION, and RCAP, one plane from each ship shall have the 4475 guard for his flight. At least one other plane from each ship shall be assigned standby guard. These planes must be listening on 4475 at all times and must understand their responsibilities. Specific assignments to this duty must be made before take-off.

2217. RADIO FREQUENCY PLAN - AIRCRAFT (Cont'd)(f) YE/YG Data

All ZBX receivers are to be set up on the following YE/YG frequencies:

TG 58.1 - 560 Kcs
 TG 58.2 - 635 Kcs
 TG 58.3 - 710 Kcs
 TG 58.4 - 785 Kcs
 Northern
 or Eastern
 Tomcat - 545 Kcs
 Southern
 or Western
 Tomcat - 575 Kcs

Only one YE in the Task Group shall operate at a time. Modulation frequency is 560 kcs. Duty is assigned as follows:

Odd Days Local

Duty - BENNINGTON
 Standby - HORNET

Even Days Local

Duty - BELLEAU WOOD
 Standby - WASP

Standby carrier monitor YE continuously and turn on own YE instantly if duty carrier's fails. Advise duty carrier and Task Group Commander immediately. All YE's shall be tuned to agree with that of the flagship.

YE Identification letter - HORNET - BP BENNINGTON - YB
 WASP - XP BELLEAU WOOD - ZB

(g) YJ and YM Data

Odd Days Local, BENNINGTON. Even Days Local, BELLEAU WOOD.

YJ Identification Letters - BENNINGTON - NS
 BELLEAU WOOD - RJ

YM Code - 1-2

(h) For special frequencies to be used when providing air support of amphibious operations see Enclosure One to this Annex.

2218. EMERGENCIES AND SPECIAL COMMUNICATIONS.

(a) See Rescue Plan Annex "FOX".

(b) All ships having a TBY portable set, adjust carefully to 72.1 mcs.

(c) All ships keep as many signalmen under cover at General Quarters as possible. Clear the signal bridge, if possible, when actually under Suicide Attack. Equip an auxiliary signal station as practicable.

2540. A list of Aircraft Call Signs will be separately supplied.

2550. Voice call signs will be as in FACCALL ONE. A list will be separately supplied.

2620. Attention is invited to this article in USF 10(A), which is quoted below for compliance:

"Exterior communications in all conditions of readiness shall be manned as required by the communication plan in effect."

Communication watches are generally independent of the condition of readiness of the ship. Provision must be made to avoid fatigue due to unnecessary watches and avoidable time spent at Battle Stations. Having alert personnel is the best guarantee of good communications.

3000. VISUAL

- (a) The HORNET has limited facilities for visual signalling. Avoid using her as a relay ship.
- (b) Shift to MAN equipment promptly at sunset. No regular schedule for MAN equipment is intended. Call "NANCY HANKS" on Channel Roger when necessary.
- (c) Visual responsibility is as assigned in Enclosures Two, Three, and Four. Note that changing from normal cruising to a Victor formation will not change the visual responsibility.
- (d) Messages concerning flight operations go direct to the other carriers, not through the relay ships.

5000. RECOGNITION

Every signal force must be thoroughly versed in recognition and challenge procedure.

5400. IFF DOCTRINE

See Radar and Fighter Direction Plan, Annex GEORGE.

6000. CODES AND CIPHERS

- (a) Do not carry CSP 1270 in any shipborne aircraft.
- (b) A summary of code words and abbreviations in frequent use has been separately supplied. It is recommended that this list of code words and a copy of the Fighter Director Vocabulary be kept at each voice radio location.
- (c) All ships be prepared to use CSP 1270 and Signal Cipher on voice circuits.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

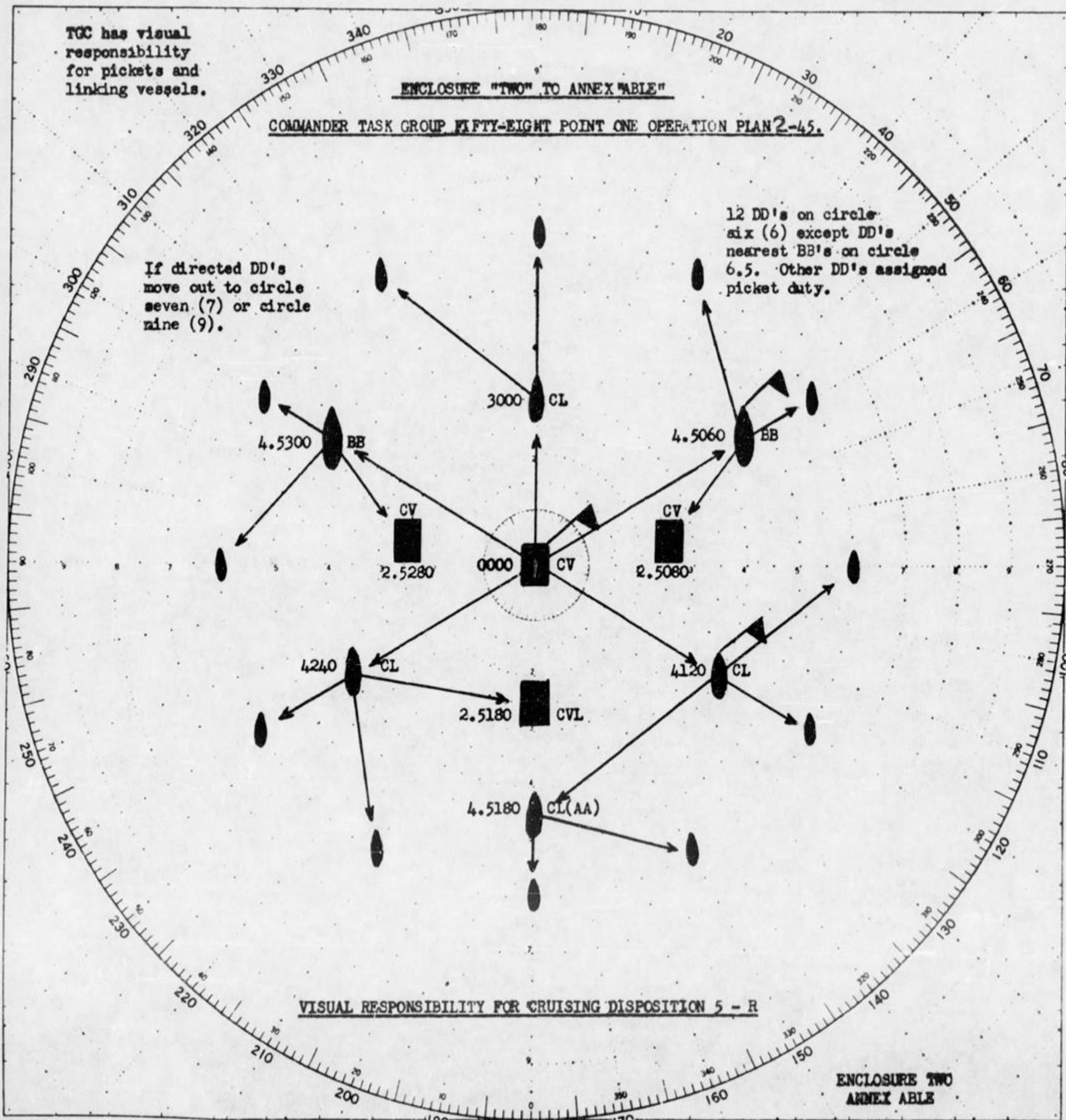
TGC has visual responsibility for pickets and linking vessels.

ENCLOSURE "TWO" TO ANNEX "ABLE"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

If directed DD's move out to circle seven (7) or circle nine (9).

12 DD's on circle six (6) except DD's nearest BB's on circle 6.5. Other DD's assigned picket duty.



VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

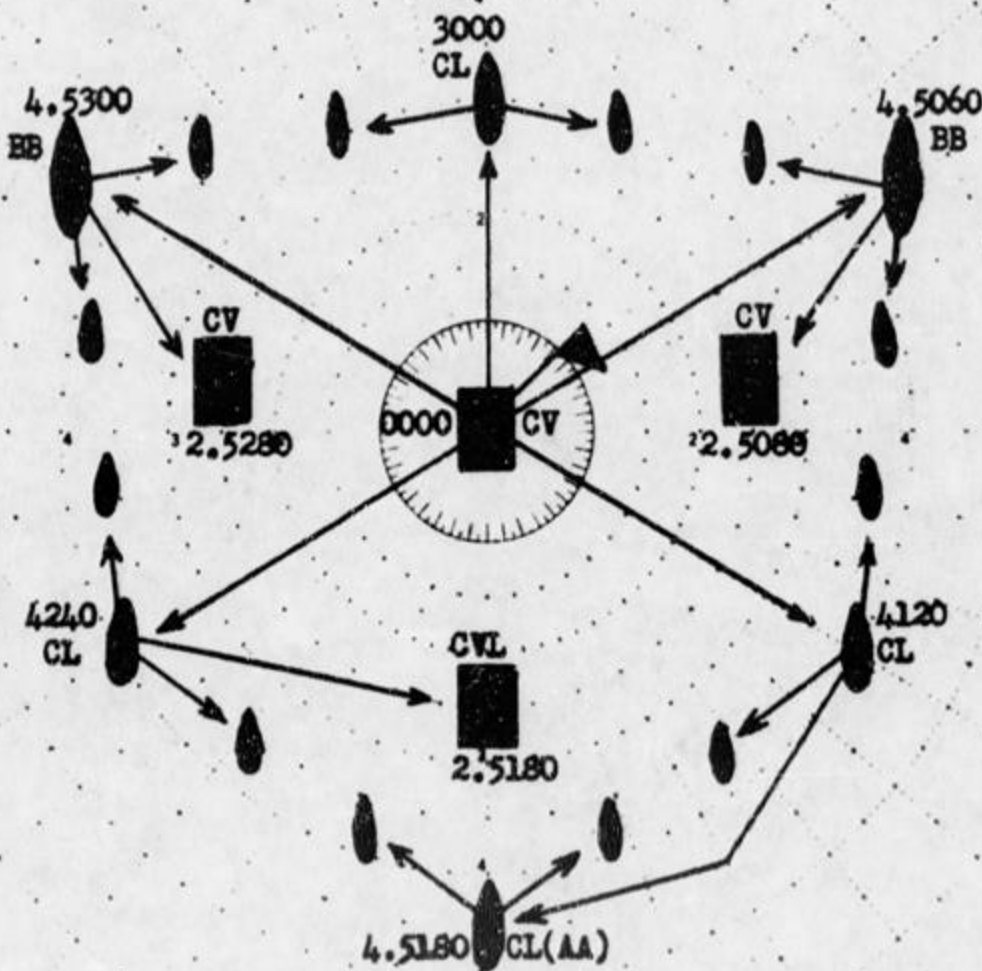
ENCLOSURE TWO
ANNEX ABLE

TGC has visual responsibility for pickets and linking vessels.

ENCLOSURE "THREE" TO ANNEX "ABLE"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-454

Note: To be formed only when large air attack is imminent and danger from air attack far outweighs submarine menace.



ID's on straight line between heavy ships

VISUAL RESPONSIBILITY

FOR

CRUISING DISPOSITION 5 - VD

ENCLOSURE THREE
ANNEX ABLE

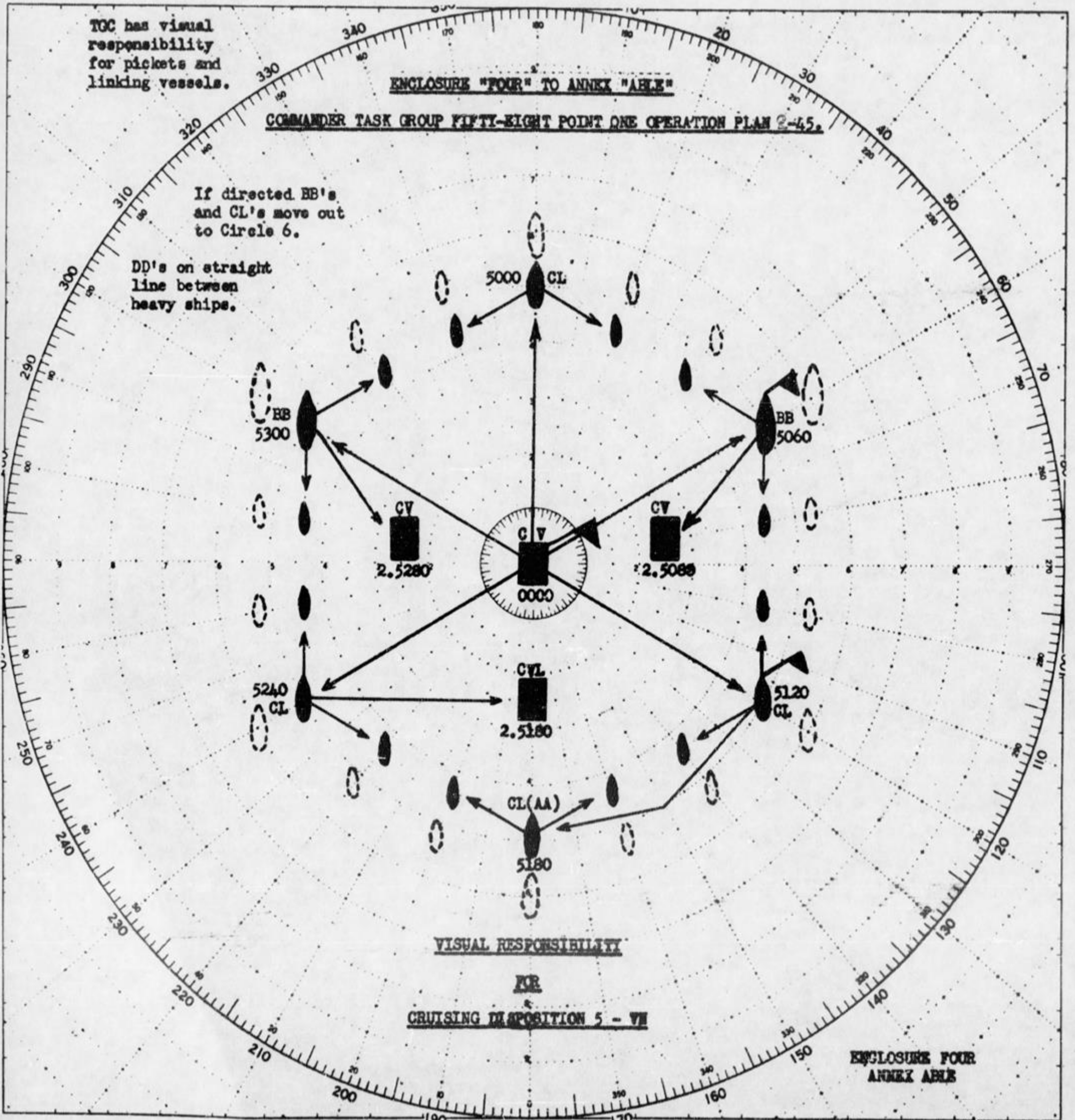
TGC has visual responsibility for pickets and linking vessels.

ENCLOSURE "FOUR" TO ANNEX "ABLE"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

If directed BB's and CL's move out to Circle 6.

DD's on straight line between heavy ships.



OKINAWA AIR SUPPORT COMMUNICATIONS - PLAN LOVE

1. Communications in TG 58.1 continue unchanged except as modified by this enclosure which is based on ComPhibsPac Operation Plan A1-45. Pilots must be thoroughly briefed in all necessary portions of Annex HOW of that plan.
2. Additional Special Frequencies Required Aboard Ship:

Air Support Command Net	2620	HORNET intercept
TF 51 TG Comdrs.' Circuit	2032	MASSACHUSETTS intercept
<u>Support Air Direction</u>		
Prior to LOVE Day	4915	All carriers guard on TG 58.1 strike days
LOVE Day	5135	All carriers guard
After LOVE Day	4915) or 5135)	Carriers guard on days TG 58.1 supports Northern or Southern Attack Force, respectively.

Support Air Observer

Northern half Main Assault	3400	All ships intercept as desired for information on progress of operations.
Southern half Main Assault	3080	
KERAMA RETTO & KEISE SHIMA	3280	
Demonstration Force and Outlying Islands	3280	

3. DETACHED UNITS IN THE OKINAWA AREA:

- (A) The following frequency plan applies to detached units when within 150 miles of OKINAWA during the assault phase.
- (1) All units continue to guard 3000 kcs, 399 kcs, and TBS Primary 72.1 mcs.
 - (2) Detached units should guard Channel Queen, 140.58 mcs at all times. This is the frequency on which aircraft from any activity will expect to make contact.
 - (3) The Task Group MAN should be temporarily shifted to 34.8 mcs, which is guarded by many small craft which do not have TBS.
 - (4) At least one ship of the detached unit should guard 4475 kcs at all times. This frequency is not only used for rescue missions but is also guarded by all aviation activities, and is available to most aircraft.

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ENCLOSURE ONE TO ANNEX ABLE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

3. DETACHED UNITS IN THE OKINAWA AREA: (Cont'd)

- (5) One ship of the unit should cover 4420 kcs at all times. When a detached unit is within 150 miles of the Task Group or OKINAWA, the 500 kcs guard is not mandatory.
- (6) Detached units must be particularly alert. Messages from the Task Group Commander may be received on 140.58, 4475, 3000, 4420 and 399.
- (7) Additional frequencies to which many units of the Amphibious Force and CTG 58.1 will both be listening are:

2096 Inter FDO Circuit
2620 Air Support Command Net

- (8) All ships of the Amphibious Force in the target area should be listening on the Local Air Warning Net 3115 kcs. CTG 58.1 will not be on this circuit.
- (B) Note that in the target area, all seaplanes are to be treated as friendly until positively identified as enemy.
- (C) Attention is invited to the new system of recognition for small craft which consists of making vertical or horizontal sweeps or full circles with a red light.

Briefly the procedure is:

<u>To Challenge</u>	Make the same motion several times, either vertical sweeps or horizontal sweeps.
<u>To Reply</u>	1. Do what the challenger did. 2. Do something different. 3. Again, do what the challenger did.

4. Air Support Schedule and Frequencies.

ON ALL STRIKE MISSIONS EXCEPT THOSE WHICH ARE DIRECT SUPPORT OF AMPHIBIOUS FORCES, THE NORMAL COMMUNICATION PLAN APPLIES.

i.e. STRIKE FREQUENCY - 142.02 CHANNEL UNCLE
4475 HF

- (A) All VF are to remain set on 4475 kcs. At least two planes in every flight must guard this frequency.
- (B) VB and VT on support missions will take off guarding either 4915 or 5135 as required.
- (C) No change installation of VHF channels is required.

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX ABLE - 2
OKINAWA AIR SUPPORT COMMUNICATIONS
PLAN LOVE

4. Air Support Schedule and Frequencies (Cont'd)

(D) All fighters for target CAP will take off on 142.74 Channel William.

All support groups will take off on 142.02 Channel Uncle. Group leader will report in on 140.58 Channel Queen.

(E) Itinerant aircraft report in on 140.58 Channel Queen.

(F) The rescue frequencies are 140.58 Channel Queen, and 4475. Use 4475 only for rescue work during and near the Amphibious Operations.

(G) Schedule for TG 58.1.

L-9 Day	-AM and PM searches	4475, "Q"	
	-Hit KERAMA RETTO and KEISAN SHO	"U", 4475	
	-Air Coordinator	"U", 4475	
L-8 Day	-AM and PM searches	4475, "Q"	
	-Hit KERAMA RETTO and KEISAN SHO	"U", 4475	
	-Provide CAP for Minesweepers	"W"	Report to MONGOOSE (AARON WARD)
	-Air Coordinator	"U", 4475	
L-7 Day	-Dawn and Noon searches	4475, "Q"	
	-Provide 5 strike groups to hit OKINAWA	"U", 4915	Report to HATCHET on "Q"
	-Provide Air Coordinator	"U", 4915	Report to HATCHET on "Q"
	-Provide CAP	"W"	Report to CRISS-CROSS on "W"
	-Send VF sweep to MINAMI DAITO	"U", 4475	
L-6 Day	-No strikes or air support scheduled for TG 58.1.		
	-Landings on KERAMA RETTO (Air support under control of MAGPIE)		

SECRET

ENCLOSURE ONE TO ANNEX ABLE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

4. Air Support Schedule and Frequencies (Cont'd)

- L-5 Day -No strikes or air support scheduled for TG 58.1.
- L-4 Day -Dawn and noon searches 4475, "Q"
- Provide 5 strike groups to hit OKINAWA "U", 4915 Report to HATCHET on "Q"
- Provide CAP "W" Report to CRISS-CROSS on "W"
- Send VF sweep to MINAMI DAITO "U", 4475
- Air support may possibly be required for the Underwater Demolition teams of the Demonstration Force at SE OKINAWA.
- L-3 Day -Same as L-4 Day.
- L-2 Day -No strikes or air support scheduled for TG 58.1.
- L-1 Day -No strikes or air support scheduled for TG 58.1.
- Landings on KIESE SHIMA (Air Support under control of MAGPIE)
- TF 58 may be required to provide CAP for the approaching Tractor Groups.
- LOVE Day -Pre HOW Hour Strike Group) ALL)
- Pre HOW Hour Napalm and strafing group) on "U") All report to CRACKER on "Q".
- Afternoon Strike Group) and 5135)

Our support missions are all for the Southern Force. Other groups are supporting the Northern half of the Main assault on OKINAWA. The Demonstration Force is also simulating landings on the S.E. coast of OKINAWA. BANJO is directing Air Support for the Northern force, and HATCHET for the Demonstration Force.

After LOVE Day, schedule is uncertain, but TG 58.1 will probably provide a share of the CAP, Call Strike Groups and heavy special morning and afternoon strikes which are required daily.

5. Command relationship at OKINAWA:

(A) <u>JOINT EXPEDITIONARY FORCE</u>	TF 51	CTF 51 ELDORADO CASCU 51.10	-ANZAC -DELEGATE -GLACIER
(B) <u>AMPHIBIOUS SUPPORT FORCE</u>	TF 52	CTF 52 ESTES CASCU 52.10	-TROJAN -CRISSCROSS -HATCHET
CVE Group	TG 52.1	CTG 52.1	-FEDERAL
MINESWEEPERS	TG 52.2 TG 52.3 TG 52.4	F.D. Destroyers AARON WARD SHEA	-MONGOOSE -TANTALUS
(C) <u>GUNFIRE AND COVERING FORCE</u>	TF 54	CTG 54 TENNESSEE	-RUGBY -MATADOR
Eastern Fire Support Group (Units assigned to support Demonstration Group and to subsequent bombardment of Eastern OKINAWA and adjacent islands.)	TG 51.19	CTG 51.19 (CTF 52) ESTES CASCU 52.10	-FREEBOOT -CRISSCROSS -HATCHET
(D) <u>WESTERN ISLANDS ATTACK GROUP</u> (KERAMA RETTO, KIESE SHIMA)	TG 51.1	CTG 51.1 Mt. MCKINLEY CASCU 51.1.10	-VICEROY -BOXTHORN -BIGPIE
Transport Group "F"	TU 51.1.1		(Covered by CVE's)
Western Islands Tractor Flotilla	TG 51.7		(F.D. destroyers to be designated)
SOPA, KERAMA RETTO	CTG 51.15	WISEMAN	
Condr. SEAPLANE BASE	CTG 51.20	TOM SAWYER	
(E) <u>DEMONSTRATION GROUP</u> (SE coast of OKINAWA)	TG 51.2	CTG 51.2 ANCON CASCU 51.2.10	-SCORPION -VENETIAN -BRUNO
Transport Group "C"	TU 51.2.1		(Covered by CVE's)
Demonstration Group Tractor Flotilla	TU 51.2.6 (TG 51.8)		(F.D. Destroyers to be designated)

(NOTE: BRUNO does not normally control aircraft, which are under HATCHET, CASCU for Eastern Fire Support Group.)

ENCLOSURE ONE TO ANNEX ABLE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

5. Command relationship at OKINAWA (Cont'd)

(F) <u>NORTHERN ATTACK FORCE</u> (Northern half of main assault)	TF 53 (TG 51.11)	CTF 53 PANAMENT CASCU 53.10	-BUCKEYE -BRIDEGROOM -BANJO
Northern Transport Group "A","B"	CTG 51.11	(Covered by CVE's)	
Northern Tractor Flotilla	TG 51.12 (DD774)	CTG 51.12 H. W. HADLEY	-ALADDIN -AMHERST
(G) <u>SOUTHERN ATTACK FORCE</u> (Southern half of main assault)	TF 55 (TF 51.13)	CTF 55 TETON CASCU 55.10	-BALBOA -PATRIARCH -CRACKER
Southern Transport Groups "D","E"	CTG 51.13	(Covered by CVE's)	
Southern Tractor Flotilla	TG 51.14 (DD804)	CTG 51.14 ROOKS	-MOSLEM -IRONCLAD

6. Special Calls:

<u>Group</u>	<u>Comdr.</u>	<u>F.D.O.</u>	<u>CASCU</u>
TF 51	ANZAC	DELEGATE	GLACIER
TG 51.1	VICEROY	BOX THORN	MAGPIE
TG 51.2	SCORPION	VENETIAN	BRUNO
TF 52	TROJAN	CRISSCROSS	HATCHET
TF 53	BUCKEYE	BRIDEGROOM	BANJO
TF 54	RUGBY	MATADOR	
TF 55	BALBOA	PATRIARCH	CRACKER

Fighter Direction and Radar Picket Ships

<u>Ship</u>	<u>Voice Call</u>	<u>Ship</u>	<u>Voice Call</u>
WICKES	COGNAC	M. L. ABELE	TITANIC
LUCE	RINGLEADER	CASSIN YOUNG	RADIUM
BENNION	BOLERO	GREGORY	STAGHOUND
BRYANT	MERILAC	BROWN	DOGRIAR
PRITCHETT	URCHIN	COWELL	SAGEBRUSH
STANLEY	CHRIS CRAFT	BENNETT	POWDER
CALHOUN	HELPLATE	HUNT	VICTORIA
LEWIS HANCOCK	MARAUDER	THE SULLIVANS	BLODIE
HUDSON	CULPRIT	AARON WARD	MONGOOSE
R. H. SMITH	POWERFUL	SHEA	TANTALUS
HALLIGAN	CANVAS		

Message Drop Plane - BULLSEYE

~~SECRET~~

ENCLOSURE ONE TO ANNEX ABLE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

7. Miscellaneous

- "CRASH" - Repeated three times is intended to clear a circuit for rescue messages.
- "CONTACT" - Repeated three times is intended to clear a circuit for a message concerning contact with the enemy.
- Point HOW)
BOLO)
etc) - See Enclosure THREE to Annex ITEM.

SECRET

ANNEX BAKER

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.
CRUISING INSTRUCTIONS

1. DISPOSITIONS

(a) The Task Group will employ seven dispositions under various operating conditions. Station assignments are tabulated for dispositions 5-R, 5-VD, 5-VN, 5-PD, 5-ML and 5-F. In the following tables, heavy ships have been given assignments by name. Commander Support Unit and Commander Screen may alter station assignments at discretion keeping the Task Group Commander advised of changes. Diagrams of the formations are attached hereto as:

- Enclosure One - 5-R - (Normal Cruising)
- Enclosure Two - 5-VD - (Day Air Defense)
- Enclosure Three - 5-VN - (Night or Low Visibility Air Defense)
- Enclosure Four - 5-R - (Day rendezvous sectors)
- Enclosure Five - 5-PD - (Pre-Dawn Launch)
- Enclosure Six - 5-ML - (Night Landings)
- Enclosure Seven - 5-F - (Fueling Formation when service ships of Logistic Support Group are present)

(b)

CRUISING DISPOSITION

5 - R

(NORMAL CRUISING)

CARRIERS

Carrier Station Number	Name of Ship	STATION ASSIGNMENT			
		Number of Carriers Available			
		4	3	2	1
1	:HORNET	:0000	:0000	:0000	:0000
2	:BENNINGTON	:2,5280	:2,5280	:2,5280	:-----
3	:WASP	:2,5080	:2,5080	:-----	:-----
4	:BELLEAU WOOD	:2,5180	:-----	:-----	:-----

SECRET

ANNEX BAKER
CRUISING INSTRUCTIONS

CRUISING DISPOSITION

5 - R
(NORMAL CRUISING)

1. (b) (cont'd)

BATTLESHIPS - CRUISERS

Heavy Ship: Station Number	Name of Ship	STATION ASSIGNMENT					
		Number of Heavy Ships Available					
		6	5	4	3	2	1
1	: VICKSBURG	: 3000	: *	: *	: 3000	: 3000	: 3000
2	: MASSACHUSETTS	: 4,5060	: 4,5060	: 4,5060	: ---	: ---	: ---
3	: VINCENNES	: 4,120	: 4,120	: 4,120	: 4,120	: ---	: ---
4	: SAN JUAN	: 4,5180	: 4,5180	: *	: ---	: 4,5180	: ---
5	: ILLINOIS	: 4,240	: 4,240	: 4,240	: 4,240	: ---	: ---
6	: INDIANA	: 4,5300	: 4,5300	: 4,5300	: ---	: ---	: ---

* DD's may be substituted

TANKERS (When Present)

Tanker Station Number	Number of Tankers Available			
	4	3	2	1
1	: 4,5330	: 4,5330	: ---	: ---
2	: 4350	: 4350	: 4350	: 4350
3	: 4010	: 4010	: 4010	: ---
4	: 4,5030	: ---	: ---	: ---

INNER SCREEN

Twelve (12) destroyers equally spaced on circle 6 except destroyers adjacent to BB's take station on circle 6.5. If directed all DD's move out to circle 7.

PICKETS (TASK GROUP OPERATING INDEPENDENTLY)

Task Group Picket Number	PICKETS AVAILABLE							
	8	7	6	5	4	3	2	1
1	: 28000	: 28000	: 28000	: 28000	: 28000	: 28000	: 28030	: 28000
2	: 28045	: 28050	: 28060	: 28070	: 28090	: 28120	: 28330	:
3	: 28090	: 28100	: 28120	: 28145	: 28180	: 28240	:	:
4	: 28135	: 28150	: 28180	: 28215	: 28270	:	:	:
5	: 28180	: 28210	: 28240	: 28290	:	:	:	:
6	: 28225	: 28260	: 28300	:	:	:	:	:
7	: 28270	: 28310	:	:	:	:	:	:
8	: 28315	:	:	:	:	:	:	:

Task Group picket axis will always be 000° T except when two or less pickets are available in which case the Task Group picket axis will be the same as the formation base course.

ANNEX BAKER
CRUISING INSTRUCTIONS

1. (c)

CRUISING DISPOSITION

5 - VD
(DAY AIR DEFENSE)

CARRIERS

SAME AS FOR 5 - R

BATTLESHIPS AND CRUISERS

SAME AS FOR 5 - R

INNER SCREEN

Twelve (12) destroyers stationed on straight lines between the heavy ships of the screen. (Two destroyers between each heavy when six heavies are present.)

PICKETS

SAME AS FOR 5 - R

1. (d)

CRUISING DISPOSITION

5 - VN
(NIGHT OR LOW VISIBILITY AIR DEFENSE)

CARRIERS

SAME AS FOR 5 - R

BATTLESHIPS AND CRUISERS

Heavy Ship:		Number of Heavy Ships Available						
Station	:	Number of Heavy Ships Available						
Number	Name of Ship	6	5	4	3	2	1	:
1	VICKSBURG	5000	*	*	5000	5000	5000	:
2	MASSACHUSETTS	5060	5060	5060	-----	-----	-----	:
3	VINCENNES	5120	5120	5120	5120	-----	-----	:
4	SAN JUAN	5180	5180	*	-----	5180	-----	:
5	MIAMI	5240	5240	5240	5240	-----	-----	:
6	INDIAN.	5300	5300	5300	-----	-----	-----	:

Notes:

- * DD's may be substituted.
- If directed heavy ships take station on circle 6 instead of circle 5.

INNER SCREEN

Twelve (12) destroyers on straight line, between heavy ships.

PICKETS

SAME AS FOR 5 - R

TOP SECRET

ANNEX BAKER
CRUISING INSTRUCTIONS

1. (e)

SPECIAL DISPOSITION

5 - PD
(PRE-DAWN LAUNCH)

CARRIERS

:Carrier:	Name of Ship	: Station	Assignment:
:Station:	:	:	:
:Number :	:	:	:
: 1 :	MONNET	: 0000	:
: 2 :	BENNINGTON	: 3.5200	:
: 3 :	H.L.S.P.	: 4000	:
: 4 :	BELLEAU WOOD	: 4100	:

BATTLESHIPS AND CRUISERS

Same as for 5-R except BB in station 4.5060 shifts to station 4050 and CL(LA) in station 4.5100 moves out to station 5100.

INNER SCREEN

SAME AS FOR 5 - R

PICKETS

One or Two Picket DD's as directed by ConScreen move into stations 20100 or 20150 and 20210, to act as Rendezvous Destroyers.

1. (f)

SPECIAL DISPOSITION

5 - HL
(NIGHT LANDING)

CARRIERS

SAME AS FOR 5 - PD

BATTLESHIPS AND CRUISERS

SAME AS FOR 5 - PD

INNER SCREEN

Destroyers shift stations as follows to act as Plane Guards:

<u>FROM</u>	<u>TO</u>
6120	4.5100
6150	1.5150
6210	3250

PICKETS

SAME AS FOR 5 - PD

1. (g)

SPECIAL DISPOSITION

5 - F

All ships take stations as assigned by despatch.

2. TACTICAL INSTRUCTIONS

(a) USF 10A effective except as provided in paragraph 6 Part II to ANNEX "C" of ComFIRSTCar TF OpOrder 2-45.

(b) Rudder Angle:

On all routine evolutions involving simultaneous maneuvers of station units, such rudder angle shall be used as will give a tactical diameter of 1500 yards. During emergency maneuvers, rudder angle as necessary to produce a tactical diameter of 1000 yards will be used.

(c) Acceleration Rate:

1. Acceleration rate for normal increases in speed will be as follows:

<u>Minutes</u>	<u>Speeds</u>
3	0-15
4	15-21
2	21-23
2	23-24
3	24-25
4 per knot	above 25

2. Deceleration Rate:

Deceleration will be at the rate of one-half the above times for acceleration.

3. Emergency increases in speed will be at the rate of one-half the above times shown for normal acceleration.

(d) Unless otherwise directed carriers will form column when signalled in the following order:

HORNET
BENNINGTON
TASP
BELLEAU WOOD

(e) When the Carrier Unit forms column, SAM JUM take station astern of BELLEAU WOOD.

(f) Other ships will form column as directed by Unit Commanders.

3. MAN OVERBOARD

Each ship is enjoined to take all possible precautions to reduce the frequency of "Man Overboard". When men are required to work on stations where the possibility of being washed or falling overboard exists, the following measures to insure safety should be observed:

3. MAN OVERBOARD (cont'd)

- (a) Men required to wear Kapok life jackets.
- (b) Men tethered by strong manila lines secured around body under arms.
- (c) Safety line rigged for hand grip.
- (d) Man assigned to a "Lifebuoy Watch Station" on each side of ship where life ring and float lights are instantly available. Life ring should have whistle, waterproof flashlight, mirror, and several dyemarkers attached for use by man in the water.

4. PICKET INSTRUCTIONS

Commander Screen be prepared to assign pickets in accordance with FIRSTCar TFI-LA when directed by the T.G.C. In making assignments, select DD's where possible, having adequate VHF equipment and qualified Fighter Director on board. It is intended that the picket destroyers remain inside TBS or VHF communication range, and stations should be adjusted accordingly. Picket stations are specified to provide:

- (a) A visual lookout post.
- (b) A point at which VF may be orbited during the day to keep them at the most advantageous spot.
- (c) Fighter Direction.

5. In absence of other instructions, ships sent on detached missions such as rescue of downed pilots or investigations of mines will proceed to the scene and carry out the assigned task. Where all hopes of success or where results are negative one hour after reaching the scene, such ships will rejoin the formation.

6. When under attack, the Task Group will normally be maneuvered by the T.G.C. using emergency signals. Individual ships may maneuver to avoid imminent danger such as dodging torpedoes but ships doing so must not endanger others. Minor changes of course or speed by ships are authorized in order to bring the maximum number of offensive weapons into action. Ships should regain stations promptly.

7. REFERENCE POINTS AND OPERATING AREAS

Geographic reference points, routes and general operating areas are set forth in ComFIFTHFlt OpPlan No. 1-45, Annex "D".

TOP SECRET

ANNEX BAKER
CRUISING INSTRUCTIONS

8. SUBMINE SAFETY LINES AND SUBMINE OPERATION AREAS.

See Annex "ITEM" and "JIC" hereto.

9. BE ALERT FOR MINES.

AUTHENTICATED

H. S. Rosenthal

H. S. ROSENTHAL
Lieutenant, USNR
Flag Secretary.

CRUISING DISPOSITION

5 - R

If directed DD's
move out to circle
seven (7) or circle
nine (9).

12 DD's on circle
six (6) except DD's
nearest BB's on Circle
6.5. Other DD's assigned
picket duty.

AO#1 4.5330 AO#2 4.350 AO#3 4.010 AO#4 4.5030

4.5300 BB 2000 For Fueling Only 4.5060 BB

CV 2.5280

CV 0000

CV 2.5080 Operating Area

4.240 CL 4.120 CL

2.5180 CVL

4.5180 CL(AA)

ENCLOSURE "ONE" TO ANNEX "BAKER"

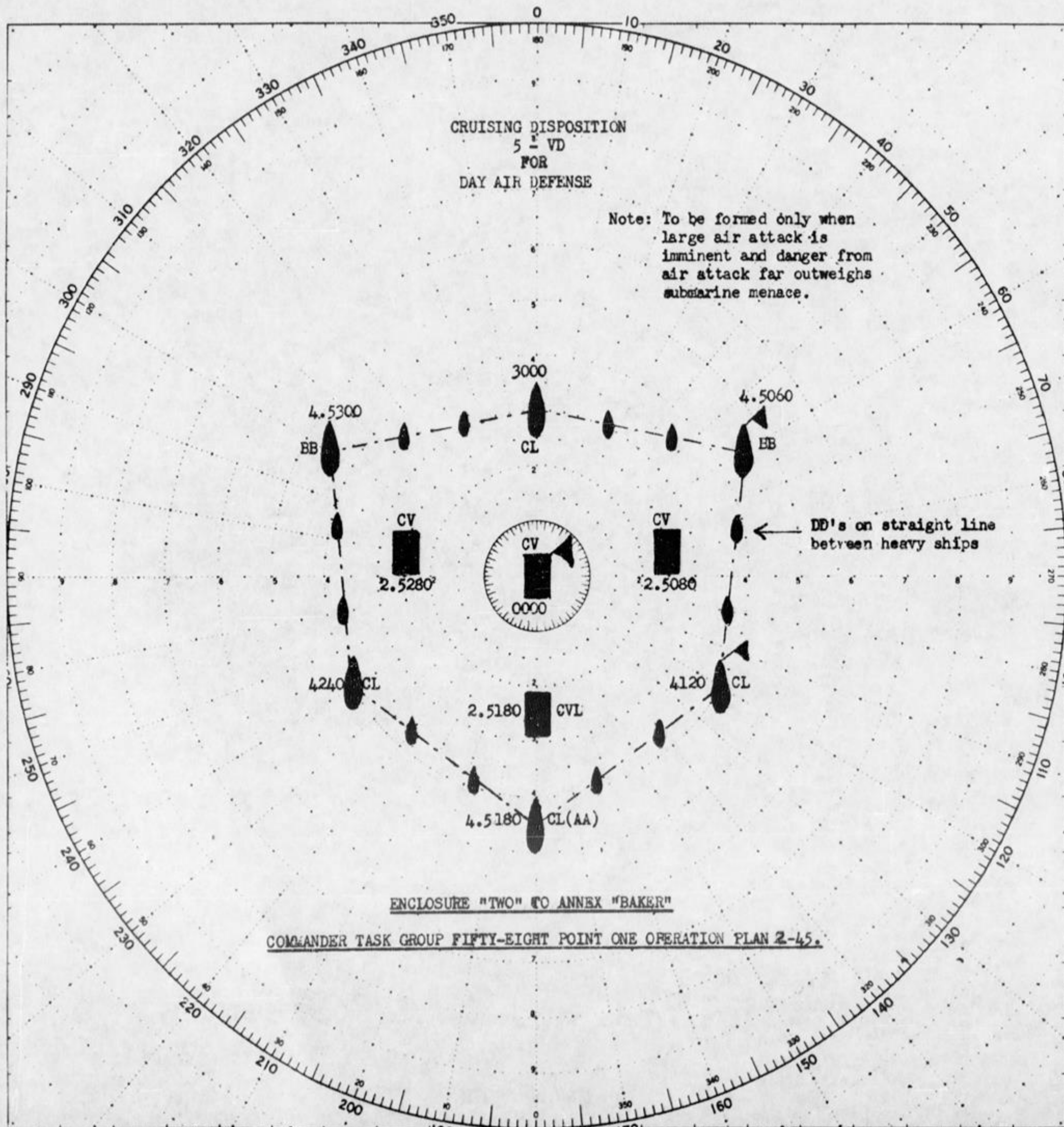
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

CRUISING DISPOSITION

5 - R

CRUISING DISPOSITION
5 1/2 VD
FOR
DAY AIR DEFENSE

Note: To be formed only when
large air attack is
imminent and danger from
air attack far outweighs
submarine menace.



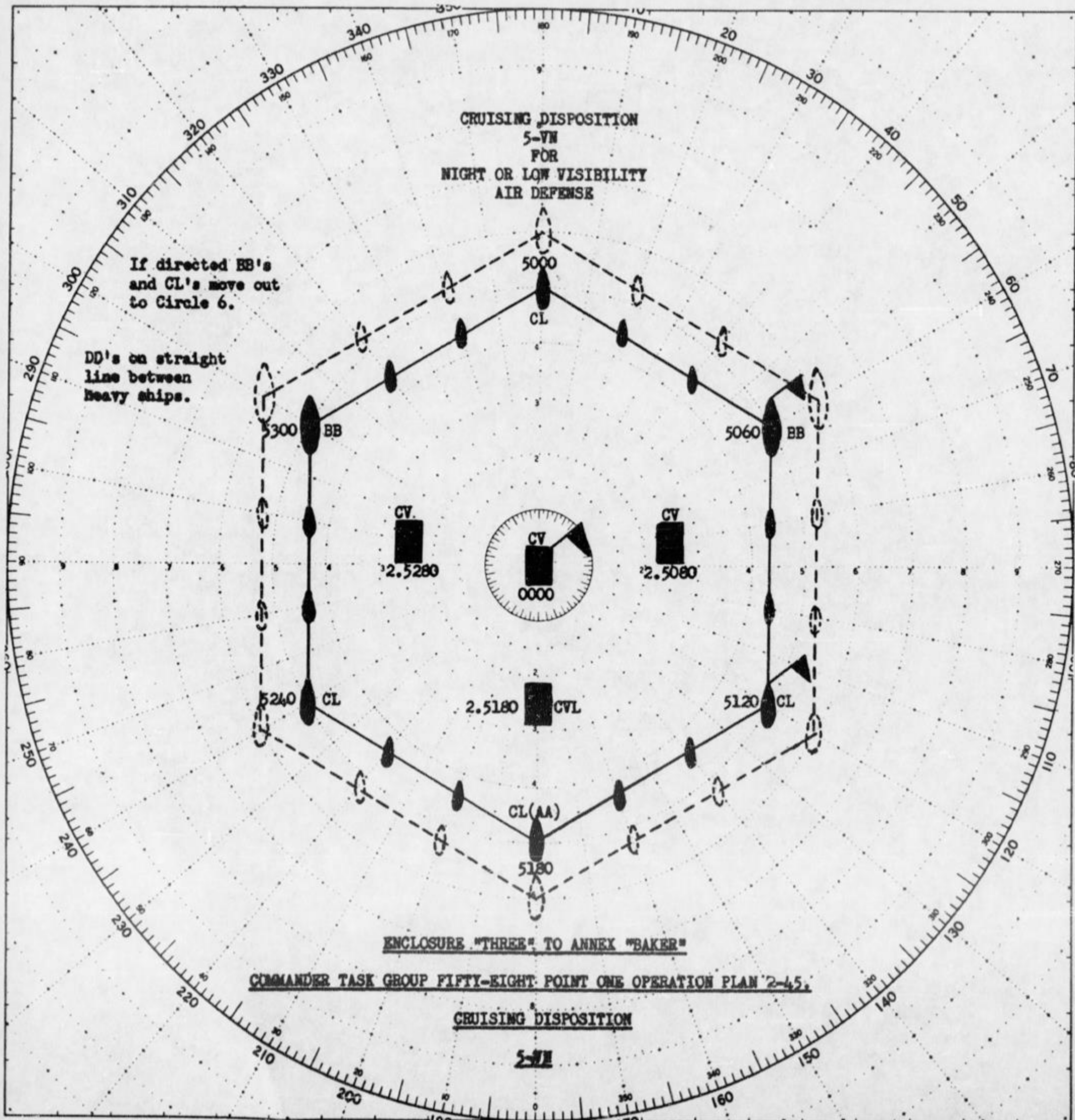
ENCLOSURE "TWO" TO ANNEX "BAKER"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

CRUISING DISPOSITION
5-VN
FOR
NIGHT OR LOW VISIBILITY
AIR DEFENSE

If directed BB's
and CL's move out
to Circle 6.

DD's on straight
line between
heavy ships.

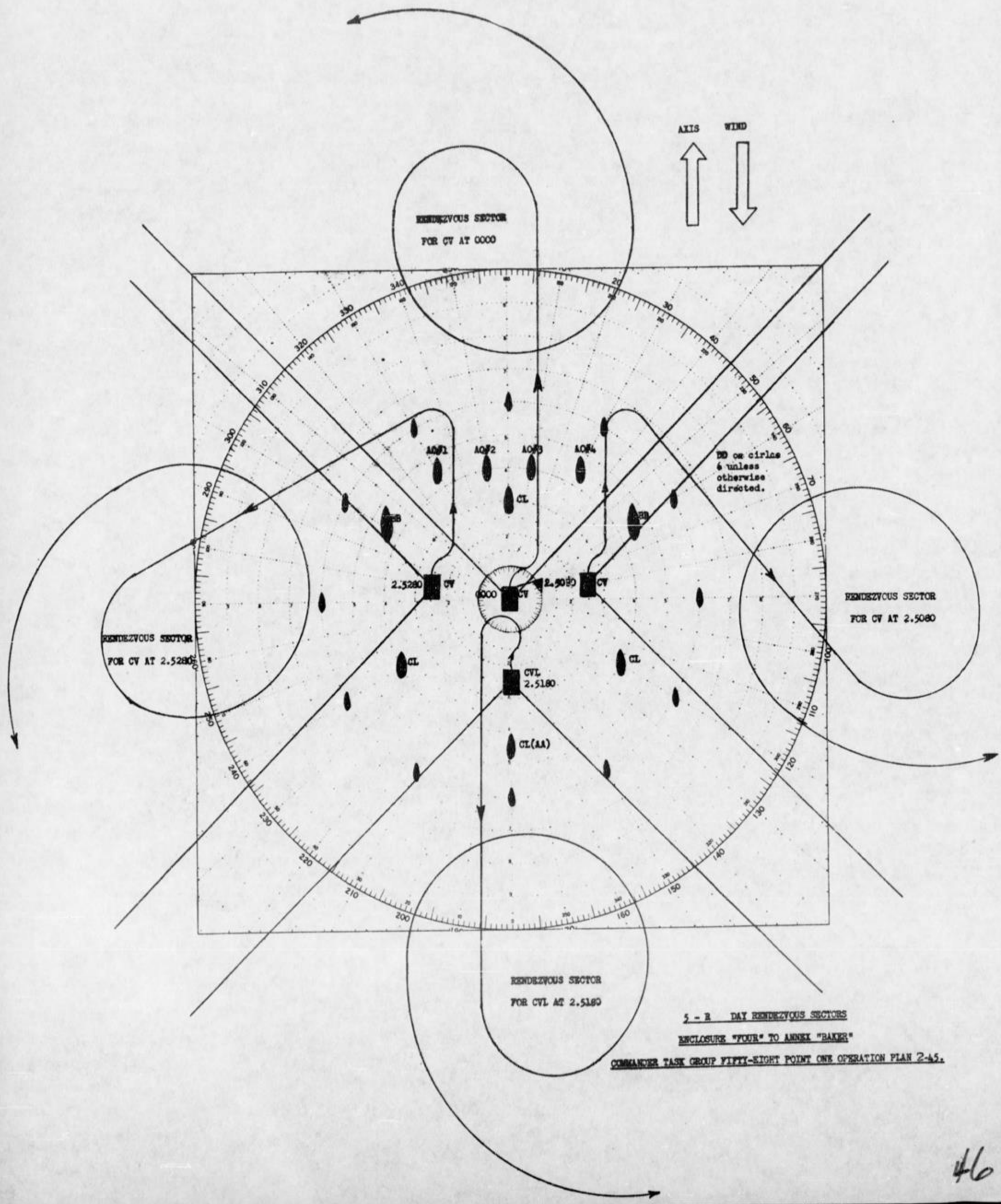


ENCLOSURE "THREE" TO ANNEX "BAKER"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

CRUISING DISPOSITION

5-VN



AXIS ↑
WIND ↓

RENDEZVOUS SECTOR
FOR CV AT 0000

RENDEZVOUS SECTOR
FOR CV AT 2.5280

RENDEZVOUS SECTOR
FOR CV AT 2.5080

RENDEZVOUS SECTOR
FOR CVL AT 2.5180

DD on circles
& unless
otherwise
directed.

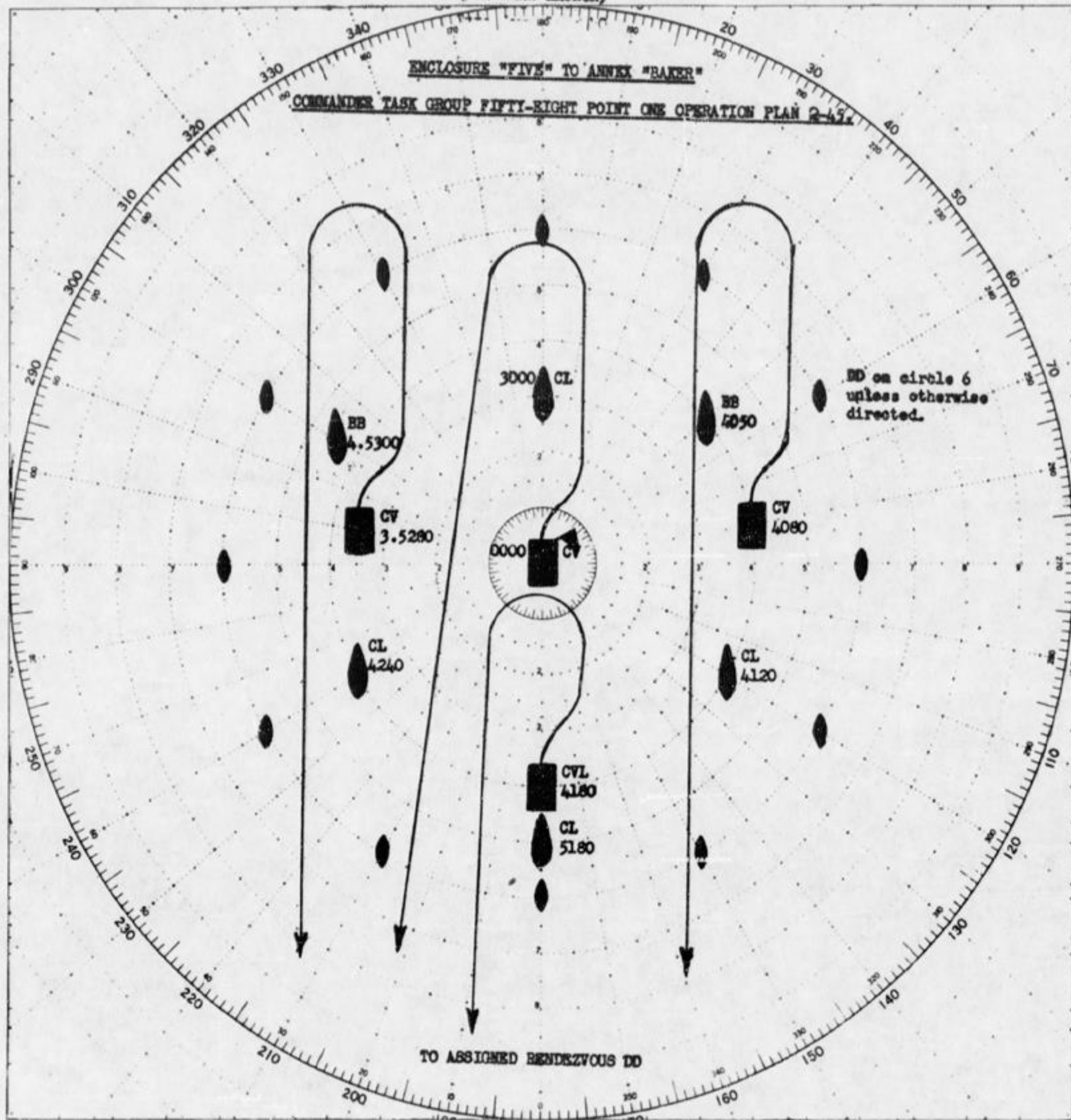
5 - R DAY RENDEZVOUS SECTORS
ENCLOSURE "FOUR" TO ANNEX "BAKER"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

SPECIAL DISPOSITION

5 - PD

(PRE-DAWN LAUNCH)



RENDEZVOUS DESTROYER
STATION #2
20210

RENDEZVOUS DESTROYER
STATION #1
20180

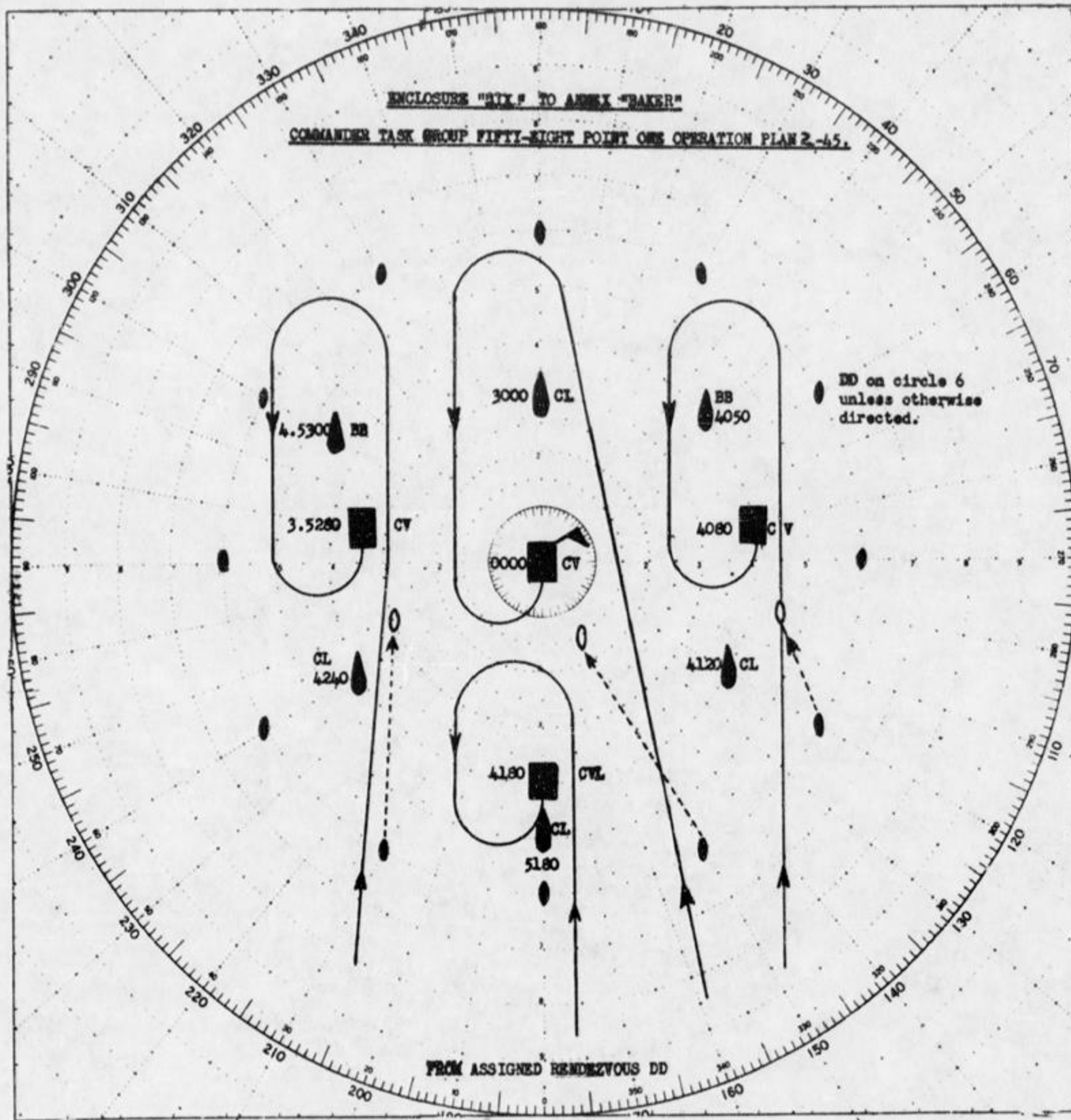
RENDEZVOUS DESTROYER
STATION #3
20150

5 - PD
PRE-DAWN LAUNCH DIAGRAM

SPECIAL DISPOSITION

5 - HL

(NIGHT LANDING)



RENDEZVOUS DESTROYER
STATION #2
20210

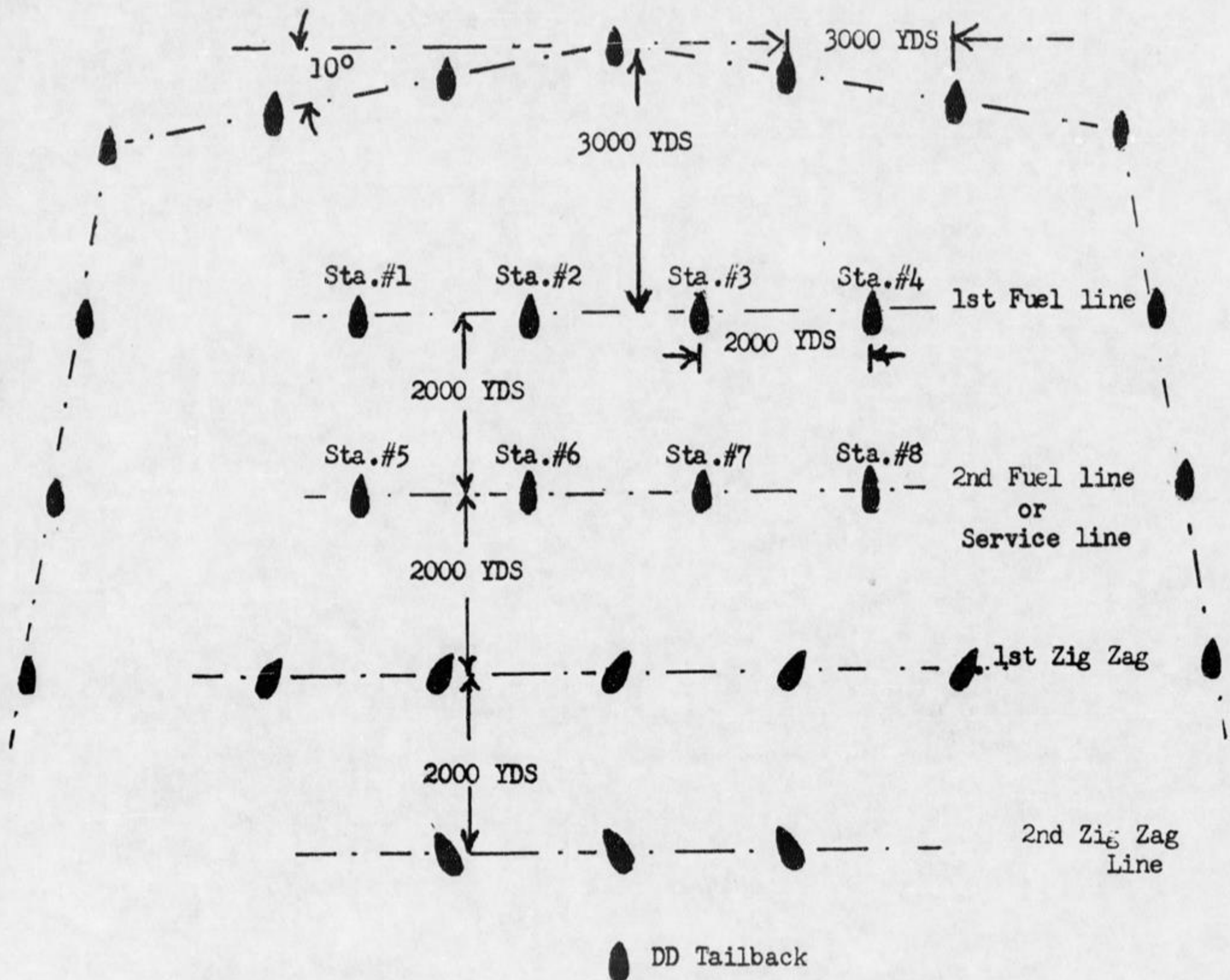
RENDEZVOUS DESTROYER
STATION #3
20150

RENDEZVOUS DESTROYER
STATION #1
20180

5 - HL
NIGHT LANDING DIAGRAM

48

FUELING DISPOSITION 5 - F



1. Course and speed of fuel lines as signalled by Task Group Commander.
2. Guide of the disposition is the ship in Station #1.
3. Guide of each fuel line is the port ship.
4. Guide of Zigzag line is senior ship in that line.
5. When no ships are on 2nd fuel line, Zigzag lines advance 2000 Yards.

TOP SECRET

ANNEX CHARLIE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
FUELING AND LOGISTICS PLAN

PART I
GENERAL INSTRUCTIONS FOR FUELING

1. Fueling at sea will be conducted in accordance with instructions contained in USF 10A, Section 5200 and Appendix 4 thereto.
2. Cruising disposition 5-R will normally be used for fueling. Four oiler stations are shown on the diagram of Cruising Disposition 5-R, Enclosure One to Annex BAKER. Cruising Disposition 5-F will be used only when directed.
3. Ships not engaged in fueling will zigzag independently in vicinity of their station taking special care to avoid embarrassing other ships.
4. Ships are encouraged to engage in individual ship exercises such as steering casualty drill or gunnery if tactical situation permits after their fueling is completed and while waiting for other ships to complete. Ships so engaged will take station astern of the disposition. The operations will be conducted by the senior officer in such station. Ships scheduled to fuel during the latter part of the fueling period should utilize the waiting period for such exercises. The Task Group Commander will endeavor to arrange sleeve target tow facilities and issue schedules in advance. Offset gunnery practices are especially recommended when feasible.
5. In the event of enemy air attack while fueling, the fueling will be discontinued on signal and a Victor disposition will be formed. In the event a small number of enemy snoopers are contacted, fueling will not be discontinued until signaled. If an enemy surface contact is made while fueling, the fueling exercise will be discontinued on signal. Tankers, escorts and carriers will be prepared to withdraw to the disengaged side at best speed. In case of submarine attack or contact while fueling, the ship having the contact will immediately make an embarrassing depth charge attack. Fueling will be discontinued on signal.
6. Unless otherwise directed, all ships fuel to 95% except battleships which will fuel to Condition THIRTEEN.
7. Carriers take on the maximum amount of aviation gasoline possible while fueling. If the supply of aviation gasoline is so low as to require additional time alongside the tanker after fueling is completed, inform the Task Group Commander as to the estimated time of fueling and the additional time required to fill to capacity with aviation gasoline.
8. While fueling is in progress, ComScreen maintain one DD in the rear of the disposition at all times to act as tail back, and to escort carriers operating by Method "Baker".
9. Carriers, battleships and cruisers will advise the Task Group Commander their estimated time of completion as soon as practicable after fueling has begun.

CTG 58.1
OpPlan 2-45

ANNEX CHARLIE-1
FUELING AND LOGISTICS

GENERAL INSTRUCTIONS FOR FUELING (Cont'd)

10. When an operating carrier runs beyond the screen, it will be accompanied by the nearest destroyer. If sufficient destroyers can be made available without delaying fueling or reducing screen below a safe number, ComScreen should have two DD's accompany carrier, but carriers should make every effort to operate within the Screen.
11. Fueling points are listed in paragraph 6 of Annex D of ComFIFTH Fleet Operation Plan 1-45. The reference points indicate the Northeast corner of the areas which are rectangles extending fifty (50) miles to the South and one hundred (100) miles to the West.
12. All heavy ships be prepared to top off DD's at every opportunity. Normally DD's will be topped off as necessary to avoid getting below 75%. DD's below 75% will take on ballast.
13. Specific fueling plans will be issued by despatch prior each fueling day.
14. Mail deliveries will be handled as directed by the T.G.C.. Normally U.S. Mail will be in the Tanker in station #1 and the Flagship will fuel from that Tanker. Any O.M. mail on the Flagship will be passed to the Tanker and will in turn be distributed by the Tanker to destroyers alongside commencing with the Second Destroyer as follows:
 - Second Destroyer - U.S. and O.M. Mail for all Carriers less Flagship.
 - Third Destroyer - U.S. and O.M. Mail for all BB's and CL's.
 - Fourth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron.
 - Fifth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron.
15. Ships receiving mail, freight or passengers from destroyers should not give other mail to destroyers alongside without first notifying and receiving orders from the Screen Commander or the T.G.C..
16. Outgoing Mail. Unless otherwise directed outgoing mail should be placed directly on tankers by each ship. Do not place Press Copy on Tankers unless directed. The T.G.C. will advise when this copy will be collected.

PART II
LOGISTICS

1. Heavy ships of this Task Group will make every effort to supply destroyer requirements while topping off at sea. Exchange of urgently required material between ships of the group tends to increase the overall fighting efficiency. Ships requiring material will **inform** the Task Group Commander.

LOGISTICS (Cont'd)

2. Prior to scheduled fueling, ships having urgent requirements (other than replacement aircraft and pilots which are provided for in Paragraph 6310 FIRSTCAR TFI-LA) which may possibly be filled from LOGISTIC SUPPORT GROUP will submit requirements to the T.G.C. and directly to the Logistic Ship upon receipt of detailed fueling and replenishment instructions. Heavy ships on day prior to topping off take steps to insure that adequate amounts of bread and ice cream will be available for destroyers the following day.
3. All ships have empties, tanks and small arms brass ready for transfer to tankers during fueling. If weather conditions are suitable for transfer, the tankers will be requested by the Task Group Commander to accept them.
4. Attention is invited to paragraph 6C(9) of ANNEX "H" to ComFIFTH Fleet OpPlan 1-45 which requires CV's, CVL's, CL's, CL(A.)'s and DD's to be ready to effect transfer of ammunition at sea.
5. The following logistic services can be expected during this operation from the Logistic Support Group at sea.

Fuel	- 3 AO's for each Task Group.
Fresh and Frozen Provisions	- In AK with Support Group usually for DD's.
Dry Provisions	- In AK with Support Group or AO's during fueling or BB's and CV's during topping off.
Ammunition	- In AE's principally. Small amounts from AO's.
Lube Oil	- In AO's.
Compressed Gases	- In AO's.
General Stores	- In AK with Support Group.
Clothing and Small Stores	- 5 Pack-up units each weighing 200 lbs. in AO's.
Ships Store Stock	- 10 Pack-up units each weighing 240 lbs. in AO's.
Medical Stores	- CV, BB, CL, DD Pack-up units aboard each AO.
Aviation Spare Parts	- In CVE's and USS MERCURY as described in ComAirPac serial 0098 of 16 Jan. 1945.
Aircraft Replacement	- In CVE's.
Flight Personnel	- In CVE's.
Radio Radar Tubes and Spare Parts	- In U.S.S. MERCURY with Logistic Support Group.

Ships desiring to draw material from U.S.S. MERCURY will advise the Task Group Commander of requirements the day prior to fueling. Priority for drawing provisions will be given DD's.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieut., U.S.N.R.,
Flag Secretary.

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.
GENERAL OPERATING INSTRUCTIONS

1. General: Except as otherwise specified, operations will be conducted in accordance with standard procedure prescribed in FirstCar TFI-1A and USF 10A as modified by FirstCar TFI-1A. The following are set forth as amplifying instructions.
 - (a) All air operations will normally be conducted by Method "ABLE" (USF 10A) on strike days. This method will also be used for training exercises when deck loads of planes are to be launched or recovered. Method "BAKER" (USF 10A) will normally be used for launching and recovery of routine patrols on days when no strikes are scheduled. If Method "BAKER" operation cannot be conducted without the carrier involved going outside the screen, the T.G.C. will normally turn the formation to assist the operating carrier. This does not relieve the operating carrier of the requirement of taking station as far down wind as practicable or of having the patrol ready to launch or land in every respect before turning into the wind.
 - (b) Minimum Wind For Air Operations: Normally 35 knots will be considered the desirable minimum relative wind for launching on strike days. If the surface wind is very light, (less than 7 knots) decks will be spotted for 30 knots of relative wind. On days other than strike days deck will be spotted for 30 knots of relative wind. A minimum relative wind of 30 knots will normally be used for landing. The minimum may be reduced to 28 knots if the surface wind falls below 5 knots.
 - (c) Plane Crash: In case of a water crash landing, the destroyer nearest the crash will take immediate action to effect rescue of personnel. Heavy ships passing sufficiently near will throw overboard markers or float lights. Ships will not use the general signal "Victor Emergency" on TBS. The ship nearest to or observing the crash will broadcast the fact to the Task Group on TBS, giving the location of the crash relative to that ship. For example: "Plane crash my port quarter" or "Plane crash 500 yards on my starboard bow." The destroyer nearest the crash will notify the TGC immediately on the TBS that he is proceeding to the location of the crash.
 - (d) De-Gassing of Aircraft: Strict compliance with FirstCar TFI-1A paragraph 3700 is directed and as many planes as possible on the hangar deck shall be kept de-gassed at all times. This procedure, however, is not to interfere with scheduled flight operations. Unless otherwise directed, all planes on the flight deck will be kept fully gassed.
 - (e) Arming: Attention is invited to FirstCar TFI-1A paragraph 3710. Early morning strikes and sweeps will be armed just before take-off. The second strike or sweep will be armed as soon as the first strike has taken off.
 - (f) Launching, landing, respotting, rearming (except planes not scheduled to go out again that day), and servicing will always be completed as expeditiously as possible. The possibility of launching the next strike early must always be anticipated.

2. Aircraft Operations

- (a) Day Rendezvous: Enclosure Four to Annex "BAKER", Day Rendezvous Sector Diagram assigns a rendezvous sector relative to the Fleet Axis to each carrier. The flight path from each carrier to its respective sector is also shown in this enclosure.
- (b) Day Break-up and Landing: Returning planes will take station in their prescribed rendezvous sectors until receiving "Prep Charlie". At that time, they will follow the usual landing procedure.
- (c) Pre-Dawn Launches (other than VF(N)).
1. Enclosure Five to Annex "BAKER", Pre-Dawn Launch Diagram prescribes the formation to be used for pre-dawn launches. Rendezvous point destroyers are stationed in accordance with paragraph 3535 FirstCar TFI-1A. Unless otherwise directed Lighting Measure Green (FirstCar TFI-1A paragraph 3534) will be used. Rendezvous point DD's will display red glow lights and direct a screened 12" search light toward the launching carrier.
 2. Carrier Glow light colors are assigned as follows:

HORNET	- Red
WASP	- Green
BENNINGTON	- Amber
BILLMAN WOOD	- Blue
 3. Carriers should show glow lights for about 5 minutes after the last plane has been launched to facilitate rendezvous. Each rendezvous point DD will show a red screened search light and red glow light until the rendezvous in its sector is completed.
- (d) Night Landings (other than VF(N)): Although no night landings are anticipated, the formation shown in Enclosure Six to Annex "BAKER" Night landing diagram has been devised to meet such contingency. The procedure prescribed in FirstCar TFI-1A paragraph 3539 will be used. Lighting Measure Red (FirstCar TFI-1A paragraph 3534) will be used unless otherwise directed. Rendezvous point DD's will show red screened search lights and glow lights.
- (e) Safety Lane
1. Strike leaders will make every effort to keep their planes together when returning from strikes. Planes should close up in a tight formation prior to reaching the strike pickets and remain closed up until arriving over their Task Group. Stragglers should join up in as large groups as far as possible before reaching the strike pickets. Strict compliance with this procedure is essential in order to enable Fighter Directors to keep track of all groups of friendly planes and to prevent enemy planes from following our planes into the Task Force Disposition.

-
2. Returning strikes will follow the prescribed safety lane. Failure to make turns around the strike pickets in the prescribed manner will result in needless investigation by the CAP and increase the danger of our own gunfire to returning planes as well as create confusion during interception of enemy aircraft. In an emergency which is the only exception to this requirement, the plane in question should obtain prior permission from the T.G.C. before flying in directly from a prohibited sector.
 3. Where weather permits, returning strikes will approach strike pickets at an altitude of 3000 feet followed by a gradual let down to 1000 feet not less than 5 miles outside the destroyer screen. If weather does not permit a 3000 foot approach, it will be made at 1000 feet.
 4. All planes will observe the Standard Approach Procedure specified in USF 70A paragraph 5230. BUT NOTE paragraph 4, Part III, of Annex "C" to CTF 58 OpOrder 2-45. Planes may approach Strike Pickets from any bearing but the approach must be in a non-threatening manner.

3. Night Fighting Operations.

(a) Launching: VF(N) will normally be launched at night by catapult. No lights will be required.

(b) Landing: No special instructions are issued for recovery of VF(N). Normally only the truck light of the carrier concerned will be required in addition to the usual VF(N) operating lights. If more than one carrier is operating at the same time, carriers will blink their red truck lights as follows:

HORNET	one flash
WASP	two flashes
BENNINGTON	three flashes

If additional truck lights are required, they will be requested from the T.G.C. by the operating carriers.

(c) General

1. Method "ABLE" will be used for all night recoveries. When the course being steamed is not satisfactory for catapulting, the entire formation will be changed as necessary.
2. Pilots will not shoot without visual identification or "judy".
3. Condition Eleven (11) for VF(N) requires one plane on the catapult and stand-by planes ready to be launched. Pilots, crews and catapult personnel must be prepared to launch the first plane within 10 minutes, and anticipate this as much as possible.
4. If the signal "Prepare to launch VF(N)" is given, engines will be turned up, pilots will man planes and all preparations made to launch on a moment's notice.

5. Condition Ten (10) for VF(N) requires one plane on the catapult and stand-by planes ready to be launched. Pilots will be in their planes with engines warmed up. Crews and catapult personnel will be on station.

(d) Hold Fire: "Hold Fire" will be the fast rule when VF(N) are being launched or are within 6 miles of the formation. Batteries will normally be released when VF(N) are clear of the formation.

(e) Communication Failure (Including ZB): Turn on emergency IFF and orbit. If another VF(N) is available, it will be vectored out to lead the VF(N) in trouble back to the Task Group. If no help has arrived, VF(N) will search for the disposition when one hour's gas remains.

4. Hunter - Killer Operations

Any plane sighting enemy submarines will:

(a) If submarine is in position to attack formation:

1. Report position of sub over HF warning net and VHF.
2. Mark position of sub with float lights.
3. Do not attack if a destroyer is in position to attack unless a kill is certain.

(b) If submarine is not in position to attack formation:

1. Report position by VHF. If unsuccessful use HF.
2. Mark position of sub with float lights.
3. Do not attack if destroyer is within 5 miles.
4. Attack if DD is more than 5 miles away and a good attack can be made.
5. Report to destroyer for instructions upon her arrival on the scene.

(c) On receipt of enemy submarine position report, Hunter - Killer aircraft and destroyers will be despatched to scene of contact on orders of the T.G.C.

5. Destroyer Mail Deliveries of Photographs:

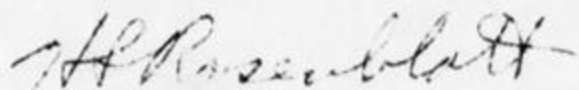
(a) On each day of offensive air operations, Commander Screen will designate a destroyer to pick up photographs at dawn the following morning from all CV's and CVL's and deliver them to the T.G.C. If pick up is not required, the T.G.C. will so advise the night before.

- (b) Every attempt will be made to coordinate this trip with other necessary deliveries and pick-ups.

6. Hung Bombs

- (a) Pilots will make every effort to release hung bombs and fire dud rockets prior to returning to the Task Group. Planes which are unable to release hung bombs will request instructions from their parent carrier prior to landing. All bomb-bays and external bomb racks will be inspected visually by rear seatmen or by other planes prior to landing aboard.
- (b) Careful instruction of pilots and constant vigilance on the part of loading crews and ordnance upkeep personnel should greatly reduce the number of hung and dud bombs and rockets.
- (c) A report of all hung and dud bombs and cause, if determined, will be included in ACA-1 reports.
- (d) In the absence of other instructions pilots will jettison all unused bombs (torpedoes or depth bombs not included) prior to landing aboard.

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ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

AIR PLAN

1. Specific targets are assigned in order of their importance in Target and Arming Enclosures; Since there is no assurance of good bombing weather over TG 58.1's targets, it is important that pilots be briefed thoroughly on primary targets assigned to other Task Groups. Flight leaders must be prepared to strike strong blows where it hurts the most.
2. The Japs are still using airborne decoys to a good advantage. These tactics accomplish the division and weakening of our units to give themselves numerical superiority and the nullification of a concentrated attack against the assigned target. The presence of a small number of airborne enemy VF must not prevent a VF strike from completing its mission.
3. Pilots must carry charts covering all areas over which planes may fly. This is especially important in the case of search planes. Having charts available will enable pilots to report the position of enemy ships relative to the nearest land and will reduce the possibility of navigational error to a minimum. Special Rescue Reference Charts are provided to fix the position of downed pilots. Generally, chart board material should be kept to an absolute minimum with the elimination of all information which will be of value to the enemy.
4. In addition to the extra life rafts carried by the RCAP, the R/PCAP will carry two bomb rack life rafts. This requirement has been made because of frequent ditchings in the vicinity of Radar Picket Destroyers.
5. AA can best be reduced by VF. Only when successive strikes are ordered to hit important targets, should AA positions be assigned to VB for bombing. Elimination of AA around a target is impossible and the striking force of our groups must be directed against lucrative military objectives. The use of flak information combined with well coordinated and quickly delivered attacks remains the best defense against enemy AA. Flak charts will be supplied where information of enemy gun positions is sufficiently accurate to compute best approach and retirement courses.
6. If the Task Group's position is off the scheduled track, the Task Group Commander will send a despatch reading "sunset xxxx" for purposes of computing schedules.
7. Each pilot should be familiarized with the flight schedule to the extent of knowing his regular landing time and the next scheduled landing time. With this knowledge, a pilot running into an unusual situation will know whether to conserve fuel or pour on the coal in returning to his ship. In this same connection, pilots must be certain that an emergency landing is not a deferred landing before asking to land aboard. Too few pilots realize the factors involved and the cost of breaking a deck spot for emergency landings on strike days. When emergency landings are necessary, pilots automatically should go to the first available open deck in this or other Task Groups.

AIR PLAN (Cont'd)

8. Flight Coordinators, Search Pilots and Flight Leaders from each ship should be alert to keep the Task Group Commander advised of the weather and the situation in the areas searched or at the target areas as the case may be. Broadcast a brief report concerning the results of the mission several times on High Frequency blind while over the target. When within 60 miles of the Task Group, call the T.G.C. on VHF to determine whether the report was received and if not the report should be repeated. These reports will permit strikes not yet airborne to be advised of the presence of lucrative targets and will greatly facilitate air operations and reduce the number of flights sent into bad weather.
9. Where VF(N) radio linking planes are used in the schedules, such planes shall not be flown by VF(N) pilots if the parent carrier has Night Fighter duty the same night.
10. Bullets should not be wasted on previously damaged aircraft. The Japs are using old planes as decoys and generally place them in the center of a large parking area. Good planes will usually be found adjacent to the runways or on the outer perimeter of a large group. Operational and non-operational planes alike have been found in revetments.
11. Under normal cruising conditions when proceeding to and from target areas, the carrier having the airborne CAP will keep 8 VF in Condition 11. On strike days, definite conditions of readiness are called for in the schedules.
12. Some Target and Flight Coordinators are assigned in the flight schedules where there is a possibility of airborne enemy opposition in strength. In these cases, the Target Coordinators should release groups from other carriers to hit specifically assigned targets as soon as the situation permits. Another duty of Target and Flight Coordinators is to control planes from TG 58.1 on Support Missions until the Air Coordinator establishes contact and takes over control.
13. Air Coordinators are specifically assigned in certain schedules and their duties begin and end over the target areas. They must reconnoiter the objective areas and use strike planes to the best advantage.
14. Flight Leaders are automatically assigned from each air group on all strikes, but a succession of command should be clearly established to insure the successful execution of all missions.
15. It is felt that best results are obtained when air groups work individually on separate targets. However, there will be times when air groups can find protection in mutual support, and to that end, targets for all ships within a given strike are as close together as the situation permits. It is entirely possible for all groups to proceed in company to their separate targets by traveling a very few extra miles.

AIR PLAN (Cont'd)

16. Flight Leaders will rendezvous their planes after the attack and return separately. It is their responsibility to keep stragglers to a minimum and if practicable, make a second rendezvous at the picket destroyers. VF cover will search astern to prevent any enemy planes from following returning strikes through friendly lanes to the Task Force.

PHOTOGRAPHIC INSTRUCTIONS17. REFERENCES

All carriers will be familiar and comply with the photographic requirements of FIRSTCar TFI-1A and ComFIRSTCar Task Force OpOrder 2-45, Annex D, Appendices 1, 2, and 3.

18. PHOTOGRAPHIC COVERAGE

- (a) Complete photographic coverage will be made of all assigned targets and target areas for purposes of damage assessment and reconnaissance. Obliques are a valuable supplement, particularly for shipping. For purposes of damage assessment and to substantiate claims, a determined effort will be made to photograph assigned shipping targets, both before and after attack. Photo planes, where available should accompany every shipping strike.
- (b) Coverage will be secured with a minimum expenditure of time and material by careful planning of flight lines and careful briefing of photographic pilots.
- (c) On all strike days, the two photo planes attached to the CV Air Groups and the one attached to the BELLEAU WOOD will each be flown on at least two photo missions, so that complete target reconnaissance and damage assessment coverage may be secured.

19. PHOTOGRAPHIC PILOTS

Pilots who have been trained in an aerial photography school will be used for photo missions. The primary mission of photo pilots will be to secure assigned coverage and secondary to photograph targets of opportunity. No more than one photo pilot will be assigned to one division on photographic flights unless all photo pilots involved are flying photographic planes. The experience of photo pilots will thus be utilized to the fullest for all photo flights.

20. ESCORT PLANES

Photo planes will be given a VF escort as follows: 3 VF for 1 VF(P), 2 VF for 2 VF(P), and 8 VF for 4 VF(P) photo teams.

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ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

AIR PLAN (Cont'd)

21. FOUR PLANE PHOTO TEAM

The four plane photo team on the HORNET will secure special reconnaissance coverage as separately directed.

22. Photographic assignments for Specific Targets are set forth in Plans HAPPY, LUCKY, and LOVE.

AUTHENTICATED

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H. S. ROSENBLATT,
Lieut., USNR,
Flag Secretary.

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ENCLOSURE ONE TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
AIR PATROL SCHEDULE

LAUNCH	:L-18:L-17:L-16:L-15:L-14:L-13:L-12:L-11:L-10:L-9	:L-8	:L-7	:L-6	:L-5	:L-4	:L-3	:L-2	:L-1	:L
Sunrise	:	:	:	:	:	:	:	:	:	:
-0:30	:	:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:								
2:40	:	:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:								
5:50	:	:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:BENN:B.Wd:WASP:B.Wd:HORN:B.Wd:								
9:00	:	:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:								

PLANES REQUIRED

DCAP	:	:	:12VF:12VF:16VF:16VF:16VF:12VF:16VF:16VF:12VF:16VF:12VF:12VF:16VF:16VF:12VF:12VF:16VF:
Task Force:	:	:	:
SNASP	:	:	:6VF:

VF(N) DUTY

:	:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:
---	--

NIGHT DECK SPOT FORWARD DUTY

:	:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:HORN:WASP:BENN:
---	---

SUNRISE TABLE

:	:0550:0550:0600:0605:0615:0615:0610:0620:0610:0630:0625:0620:0630:0630:0620:0620:0605:0600:0615:
---	--

- NOTE 1: ZERO (0) HOUR FOR PURPOSES OF THIS SCHEDULE IS SUNRISE COMPUTED TO THE CLOSEST FIVE MINUTES.
- NOTE 2: LAND PLANES FIFTEEN MINUTES PRIOR TO SUNSET.
- NOTE 3: A continuous patrol schedule is provided but Strike Day Schedules supersede and replace same when placed in effect.
- NOTE 4: SNASP. See TFI-1A paragraph 3362, diagram 3-D.
- NOTE 5: VF(N) Duty is for period of darkness commencing thirty minutes before sunset on day scheduled. In all other respects paragraph 3510 of TFI-1A and paragraph 5 Part III to Annex C, ComFIRST CarTaskForPac No. 2-45 are applicable.

ENCLOSURE ONE TO ANNEX EASY
AIR PATROL SCHEDULE

CTG 58.1
OpPlan 2-45

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ENCLOSURE TWO TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

Estimated
Sunrise 0700
Sunset 1905

STANDARD FLIGHT SCHEDULE
(TO BE USED AS ORDERED)

TIME	NAME	STATION	ON	LAUNCH	HORNET	WASP	BENNINGTON	B. WOOD	
				VF	VB	VT	VF	VB	VT
0630:1	ABLE			Launch	16		16		16
0630:	RAPCAP #1			Launch			4		
0630:	DCAP #1			Launch	12		8		
0730:1	BAKER			Launch	16		12		
0900:1	CHARLIE			Launch	16	12	12	16	12
0900:	RCAP #1	0930-1130		Launch			4		
% 0915:	RAPCAP #2			Launch	4				
0940:	DCAP #2			Launch			12		8
0945:1	ABLE			Land	16		16		12
0945:	RAPCAP #1			Land			4		
0945:	DCAP #1			Land	12		8		
1100:1	DOG			Launch	16		16		16
1100:	RCAP #2	1130-1300		Launch					4
1110:1	BAKER			Land	16		16		12
% 1150:	RAPCAP #3			Launch			4		
1220:1	EASY			Launch	16		16		16
1220:	DCAP #3			Launch	8				12
1220:	RCAP #3	1300-1515		Launch			4	1	
1230:	RCAP #1			Land			4		
1230:	DCAP #2			Land			12		8
1230:	RAPCAP #2			Land	4				
1230:1	CHARLIE			Land	16	12	12	16	12
1400:1	FOX			Launch	16	12	12	16	12
1415:	RCAP #2			Land					4
1415:1	DOG			Land	16		16		16
% 1445:	RCAP #4	1515-1800		Launch					4
% 1500:	RAPCAP #4			Launch					4
1530:1	GEORGE			Launch	12		12		12
1530:	DCAP #4			Launch	8		12		
1600:1	EASY			Land	16		16		16
1600:	RCAP #3			Land			4	1	
1600:	DCAP #3			Land	8				12
1600:	RAPCAP #3			Land			4		
1730:1	FOX			Land	16	12	12	16	12
1845:1	GEORGE			Land	12		12		12
1845:	RCAP #4			Land					4
1845:	DCAP #4			Land	8		12		
1845:	RAPCAP #4			Land					4

Note 1. % Indicates that planes are to be catapulted if wind is favorable.

Note 2. Condition 10 duty for 8 VF 0630 - 0900 BELLEAU WOOD
0900 - 1220 HORNET
1220 - 1530 WASP
1530 - 1815 BENNINGTON

Carriers keep 4 to 8 VF in Condition 11 at all time as practicable.

TOP SECRET

ENCLOSURE THREE TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAY 2-45.

FLIGHT SCHEDULE FOR HAPPY DAY, HAPPY PLUS ONE DAY AND ALTERNATE HAPPY PLUS ONE DAY

Estimated

Sunrise 0700

Sunset 1905

TIME	NAME	STATION	ON	LAUNCH	HORNET	WASP	BENN.	B. WOOD			
TIME	NAME	STATION	LAND	VF	VB	VT	VF	VB	VT	VF	VT
0630	1 ABLE		:Launch:	16:	:	16:	:	16:	:	12:	:
0630	RAPCAP #1		:Launch:	:	:	:	:	4:	:	:	:
0630	DCAP #1		:Launch:	12:	:	:	:	8:	:	:	:
0730	1 BAKER		:Launch:	16:	:	16:	:	12:	:	:	:
0900	1 CHARLIE		:Launch:	16:	12:	12:	16:	12:	12:	8:	6:
0900	RCAP #1	0930-1130	:Launch:	:	:	4:	:	:	:	:	:
%0915	RAPCAP #2		:Launch:	4:	:	:	:	:	:	:	:
0940	DCAP #2		:Launch:	:	:	12:	:	8:	:	:	:
0945	1 ABLE		:Land	16:	:	16:	:	16:	:	12:	:
0945	RAPCAP #1		:Land	:	:	:	:	4:	:	:	:
0945	DCAP #1		:Land	12:	:	:	:	8:	:	:	:
1100	1 DOG		:Launch:	16:	:	16:	:	16:	:	:	:
1100	RCAP #2	1130-1300	:Launch:	:	:	:	:	:	:	4:	1:
1110	1 BAKER		:Land	16:	:	16:	:	12:	:	:	:
%1150	RAPCAP #3		:Launch:	:	:	4:	:	:	:	:	:
1220	1 EASY		:Launch:	16:	:	16:	:	16:	:	8:	:
1220	DCAP #3		:Launch:	8:	:	:	:	12:	:	:	:
1220	RCAP #3	1300-1515	:Launch:	:	:	4:	1:	:	:	:	:
1230	RCAP #1		:Land	:	:	4:	:	:	:	:	:
1230	DCAP #2		:Land	:	:	12:	:	8:	:	:	:
1230	RAPCAP #2		:Land	4:	:	:	:	:	:	:	:
1230	1 CHARLIE		:Land	16:	12:	12:	16:	12:	12:	8:	6:
1400	1 FOX		:Launch:	16:	12:	12:	16:	12:	12:	8:	6:
1415	RCAP #2		:Land	:	:	:	:	:	:	4:	1:
1415	1 DOG		:Land	16:	:	16:	:	16:	:	:	:
%1445	RCAP #4	1515-1800	:Launch:	:	:	:	:	:	:	4:	1:
%1500	RAPCAP #4		:Launch:	:	:	:	:	4:	:	:	:
1530	1 GEORGE		:Launch:	12:	:	12:	:	12:	:	:	:
1530	DCAP #4		:Launch:	8:	:	12:	:	:	:	:	:
1600	1 EASY		:Land	16:	:	16:	:	16:	:	8:	:
1600	RCAP #3		:Land	:	:	4:	1:	:	:	:	:
1600	DCAP #3		:Land	8:	:	:	:	12:	:	:	:
1600	RAPCAP #3		:Land	:	:	4:	:	:	:	:	:
1730	1 FOX		:Land	16:	12:	12:	16:	12:	12:	8:	6:
1845	1 GEORGE		:Land	12:	:	12:	:	12:	:	:	:
1845	RCAP #4		:Land	:	:	:	:	:	:	4:	1:
1845	DCAP #4		:Land	8:	:	12:	:	:	:	:	:
1845	RAPCAP #4		:Land	:	:	:	:	4:	:	:	:

NOTE #1. % Indicates that planes are to be catapulted if wind is favorable.

CTG 58.1
OpPlan 2-45.

ENCLOSURE THREE TO ANNEX EASY-1
FLIGHT SCHEDULE FOR HAPPY DAY
HAPPY #1 DAY AND ALTERNATE HAPPY #1 DAY 64

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ENCLOSURE THREE TO ANNEX EASY

CO MANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

FLIGHT SCHEDULE FOR HAPPY DAY, HAPPY PLUS ONE DAY AND ALTERNATE HAPPY PLUS ONE DAY
(Cont'd)

NOTES TO ADAPT SCHEDULE TO HAPPY PLUS ONE AND ALTERNATE HAPPY PLUS ONE

NOTE #2. BELLEAU WOOD launch 10 VF search in place of 1 ABLE to land with 1 BINGER. No afternoon searches required.

NOTE #3. If HAPPY PLUS ONE ALTERNATE is effective, TG 58.1 covers two rescue stations. Carrier providing RCAPS add 1 VT and reduce cover over each to 2 VF.

NOTE #4. Condition 10 duty for 8 VF

0630 - 0900	BELLEAU WOOD
0900 - 1220	HORNET
1220 - 1530	MSP
1530 - 1815	BENNINGTON

Carriers keep 4 to 8 VF in Condition 11 at all times as practicable.

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ENCLOSURE FOUR TO ANNEX EASY

COMMANDER T.S.K GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

TARGET AND ARMING SCHEDULE FOR
HAPPY, HAPPY PLUS ONE AND ALTERNATE HAPPY PLUS ONE DAY.

STRIKE	SHIP	PLANES	ARMING PLAN	
	HORNET	VF		HORNET hit 553 HEITO NORTH and 554 HEITO.
1 ABLE	WASP	VF	None	WASP hit 560 TAKAO, and 562 CHOSHU.
	BENN.	VF		BENNINGTON hit 551 OKAYAMA, and 566 T.IITO.
	B. WOOD	VF		BELLEAU WOOD hit 562 CHOSKU and 565
				KOSHUN. Reconnoiter West Coast for
				shipping.
	HORNET	VF	Rockets or	Hit shipping around TAKAO and TOSHIEH
1 BAKER	WASP	VF	2 - 500#	HARBORS. Alternate Target is 554 HEITO.
	BENN.	VF	G.P., .01	
	HORNET	VF, VB		Hit shipping around T.KAO and TOSHIEH
1 CHARLIE		& VT	George	HARBORS. Alternate 554 HEITO airfield.
	WASP	VF, VB	Primary	
		& VT		
	BENN.	VF, VB		
		& VT		
	B. WOOD	VF, VT		
	HORNET	VF	Rockets or	HORNET hit 550 LAMPO, 552 HESIOLIAU and
1 DOG			2 - 500#	557 ROHI
	WASP	VF	G.P., N.D.	WASP hit 560 TAKAO SS, 561 TULLIAU, 563
				TOKO and 564 KATO.
	BENN.	VF		BENNINGTON hit 555 TOSHIEH, 566 TOSHIEH
				SS, and 558 KOSHO.
	HORNET	VF	Rockets or	If no shipping targets, HORNET hit
1 EASY			2 - 500#	MISUBISHI OIL TANK FARM at TAKAO.
	WASP	VF	G.P., .01	WASP hit oil refinery and storage at
				TAKAO.
	BENN.	VF		BENNINGTON hit oil refinery and storage
				at TOSHIEH.
	B. WOOD	VF		BELLEAU WOOD join WASP group.
	HORNET	VF, VB	Option	Hit 554 HEITO airfield. Alternate
1 FOX		& VT		target warehouses at TAKAO and TOSHIEH.
	WASP	VF, VB		
		& VT		
	BENN.	VF, VB		
		& VT		
	B. WOOD	VF, VT		
	HORNET	VF	Rockets or	Hit warehouses at TAKAO.
1 GEORGE	WASP	VF	2 - 500#	Hit warehouses at TAKAO.
	BENN.	VF	G.P., .025	Hit warehouses at TOSHIEH.

NOTE #1. On Alternate HAPPY PLUS ONE, BELLEAU WOOD launches YOKE search 000° to 040° distance 325 miles and provide 2 VF radio links. Load with rockets.

NOTE #2. Brief pilots on all primary targets of other groups.

TOP SECRET

ENCLOSURE FIVE TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

PHOTOGRAPHIC REQUIREMENTS FOR PLAN HAPPY

HAPPY AND HAPPY PLUS ONE DAY

1. Each carrier will obtain target reconnaissance and damage assessment photos of its assigned target areas. The WASP will be particularly responsible for coverage of TAKAO HARBOR, the BENNINGTON of TOSHIEH HARBOR, and the HORNET of HEITO AIRFIELD.
2. If assigned targets have to be shifted, be prepared to secure coverage of all important targets and airfields in the new target areas.
3. All required prints will be collected by destroyer at dawn on the days following the strikes. All negatives will be collected at noon HAPPY PLUS TWO DAY.

FLIGHT SCHEDULE FOR LUCKY AND LUCKY PLUS ONE DAY

Sunrise 0615

Sunset 1820

	ON	LAUNCH	HORNET	WASP	BENNINGTON	B. WOOD
TITLE: NAME	STATION	LAND	VF: VB: VT	VF: VB: VT	VF: VB: VT	VF: VT
% 0535:RAPCAP #1:		:Launch:	:	:	:	4:
0545:1 ABLE :		:Launch:*	20:	:	:	16:
0545:DCAP #1 :		:Launch:	:	20:	:	:
0545:SEARCH #1:		:Launch:	:	:	:	10:
0645:1 BAKER :		:Launch:	16:	12:	:	:
0815:1 CHARLIE:		:Launch:	20: 15: 15:	20: 15: 15:	*20: 15: 15:	8: 6:
0815:RCAP #1 :	0845-1045:	:Launch:	:	4:	:	:
% 0830:RAPCAP #2:		:Launch:	4:	:	:	:
0855:DCAP #2 :		:Launch:	:	8:	:	12:
0900:1 ABLE :		:Land :	20:	:	:	16:
0900:RAPCAP #1:		:Land :	:	:	:	4:
0900:DCAP #1 :		:Land :	:	20:	:	:
1015:1 DOG :		:Launch:	:	16:	:	16:
1015:RCAP #2 :	1045-1215:	:Launch:	:	:	:	4: 2:
1015:PHOTO #1 :		:Launch:	12:	:	:	:
1025:1 BAKER :		:Land :	16:	12:	:	12:
1025:SEARCH #1:		:Land :	:	:	:	10:
% 1105:RAPCAP #3:		:Launch:	:	4:	:	:
1135:1 EASY :		:Launch:	12:	16:	:	16: 8:
1135:DCAP #3 :		:Launch:	12:	:	8:	:
1135:RCAP #3 :	1215-1430:	:Launch:	4:	:	:	:
1145:RCAP #1 :		:Land :	:	4:	:	:
1145:DCAP #2 :		:Land :	:	8:	:	12:
1145:RAPCAP #2:		:Land :	4:	:	:	:
1145:1 CHARLIE:		:Land :	20: 15: 15:	20: 15: 15:	20: 15: 15:	8: 6:
1315:1 FOX :		:Launch:	16: 12: 12:	16: 12: 12:	16: 12: 12:	8: 6:
1315:SEARCH #2:		:Launch:	:	:	:	6:
1330:RCAP #2 :		:Land :	:	:	:	4: 2:
1330:1 DOG :		:Land :	:	16:	:	16:
1330:PHOTO #1 :		:Land :	12:	:	:	:
% 1400:RCAP #4 :	1430-1715:	:Launch:	:	:	:	4: 2:
% 1415:RAPCAP #4:		:Launch:	:	:	:	4:
1445:1 GEORGE :		:Launch:	12:	12:	:	12:
1445:DCAP #4 :		:Launch:	8:	12:	:	:
1500:1 EASY :		:Land :	12:	16:	:	16: 8:
1500:RCAP #3 :		:Land :	4:	:	:	:
1500:DCAP #3 :		:Land :	12:	:	:	8:
1500:RAPCAP #3:		:Land :	:	4:	:	:
1645:1 FOX :		:Land :	16: 12: 12:	16: 12: 12:	16: 12: 12:	8: 6:
1800:1 GEORGE :		:Land :	12:	12:	:	12:
1800:RCAP #4 :		:Land :	:	:	:	4: 2:
1800:DCAP #4 :		:Land :	8:	12:	:	:
1800:RAPCAP #4:		:Land :	:	:	:	4:
1800:SEARCH #2:		:Land :	:	:	:	6:

TOP SECRET

ENCLOSURE SIX TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FLIGHT SCHEDULE FOR LUCKY AND LUCKY PLUS ONE DAY (Cont'd)

Note 1 - % Indicates that planes are to be catapulted if wind is favorable.

Note 2 - * Indicates Target Coordinator and/or Flight Coordinator.

Note 3 - The carrier providing 12 or more VF on DCAP's will assign one division for Jack patrol controlled by visual fighter direction as directed.

Note 4 - Condition 10 duty for 8 VF:

0545 - 0815 BELLEAU WOOD
0815 - 1130 WASP
1130 - 1400 HORNET
1400 - 1730 BENNINGTON

Carriers keep 6 to 8 VF in Condition ELEVEN at all times as practicable.

Note 5 - On LUCKY Day, HORNET launch 2 VF(N) in last CAP, and on LUCKY Plus ONE, WASP do likewise.

TOP SECRET

ENCLOSURE EIGHT TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

TARGET AND ARMING SCHEDULE FOR LUCKY PLUS ONE DAY.

STRIKE	SHIP	PLANES	ARMING PLAN
	HORNET	20VF	None
1 ABLE	BENN.	16VF	
SEARCH #1	B.WOOD	10VF	Rockets
	HORNET	16VF	Rockets or
1 BAKER	WASP	12VF	2 - 500#
	BENN.	12VF	G.P.,N.D.
	HORNET	VF, VB	Option
		& VT	
1 CHARLIE	WASP	VF, VB	
		& VT	
	BENN.	VF, VB	
		& VT	
	B.WOOD	VF, VT	
	WASP	16VF	Rockets or
1 DOG	BENN.	16VF	2 - 500#
			G.P.,N.D.
	HORNET	12VF	Rockets or
1 EASY	WASP	16VF	2 - 500#
	BENN.	16VF	G.P.,N.D.
	B.WOOD	8VF	
	HORNET	VF, VB	Option
1 FOX		& VT	
	WASP	VF, VB	
		& VT	
	BENN.	VF, VB	
		& VT	
	B.WOOD	VF, VT	
SEARCH #2	BENN.	6VF	Rockets
	HORNET	12VF	Rockets or
1 GEORGE	WASP	12VF	2 - 500#
	BENN.	12VF	G.P.,N.D.

NOTE #1. All carriers be prepared to shift to more lucrative targets based on information from LUCKY DAY strikes.

TOP SECRET

ENCLOSURE NINE TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

PHOTOGRAPHIC REQUIREMENTS FOR PLAN LUCKY

LUCKY AND LUCKY PLUS ONE DAY

1. Each carrier will obtain target reconnaissance and damage assessment photos of its assigned areas. WASP will be responsible for coverage of KANOYA EAST, BYU, IBUSUKI, IZUMI, RONCHI, and KOKUBU. BENNINGTON will be responsible for coverage of KUSHIRA, SHIBUSHI, SAKITA, KAGOSHIMA, WAKIMOTO, and ICHIKI. HORNET will be responsible for coverage of KANOYA, TAKAYAMA, TOJIBARA, CHIRAN, MIYAKONOJO, MIYAKONOJO NORTH, KORIMOTO, and SHIKINE. BELLEAU WOOD will be responsible for OHIRA and INUJO on TANEGA SHIMA. Coverage on all assigned airfields will be secured in order of their importance.
2. The four plane photo team on the HORNET will obtain the coverage of southern KYUSHU outlined as Mission "A" in Phase LUCKY photo plan, ComFIRSTCar Task Force OpOrder 2-45, Annex D, Appendix 2.
3. All required prints will be collected by destroyer at dawn on the days following the strikes. All negatives will be collected at noon of LUCKY PLUS THREE DAY.
4. If shipping strikes are ordered, carriers will adjust flight schedules to send photographic planes with such strikes.

CTG 58.1
OpPlan 2-45.

ENCLOSURE NINE TO ANNEX EASY
PHOTOGRAPHIC REQUIREMENTS FOR PLAN LUCKY
LUCKY AND LUCKY PLUS ONE DAY

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SECRET

ENCLOSURE TEN TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FLIGHT SCHEDULES FOR LOVE MINUS NINE AND LOVE MINUS EIGHT DAYS

Sunrise 0628
Sunset 1838

TIME:	NAME	ON STATION	LAUNCH:	HORNET	WASP	BENN.	B. WOOD				
			LAND	VF: VB: VT	VF: VB: VT	VF: VB: VT	VF: VT				
0600:1	ABLE	:	:Launch:	12:	:	12:	:	12:	:	:	:
0600:	DCAP#1	:	:Launch:	8:	:	8:	:	:	:	:	:
0600:	AC#1	:0645-0930:	:Launch:	:	:	:	:	4:	:	:	:
0600:	SEARCH #1:	:	:Launch:	:	:	:	:	:	:	10:	:
0720:1	BAKER	:	:Launch:	12:	:	12:	:	12:	:	:	:
%0800:	RCAP#1	:0830-1100:	:Launch:	:	:	:	:	:	:	2:	:
0840:1	CHARLIE:	:	:Launch:	16: 15: 15:	:	16: 15: 15:	:	16: 15: 15:	:	8: 6:	:
0840:	AC#2	:0930-1230:	:Launch:	:	:	4:	:	:	:	:	:
0840:	DCAP#2	:	:Launch:	8:	:	:	:	8:	:	:	:
0900:1	ABLE	:	:Land	12:	:	12:	:	12:	:	:	:
0900:	DCAP#1	:	:Land	8:	:	8:	:	:	:	:	:
1015:1	DCG	:	:Launch:	12:	:	12:	:	12:	:	:	:
1015:	RCAP#2	:1100-1350:	:Launch:	:	:	:	:	:	:	2: 1:	:
1020:1	BAKER	:	:Land	12:	:	12:	:	12:	:	:	:
1020:	SEARCH #1:	:	:Land	:	:	:	:	:	:	10:	:
1020:	AC#1	:	:Land	:	:	:	:	4:	:	:	:
1135:1	EASY	:	:Launch:	12:	:	12:	:	12:	:	:	:
1135:	AC#3	:1230-1545:	:Launch:	4:	:	:	:	:	:	:	:
1135:	DCAP#3	:	:Launch:	:	:	8:	:	8:	:	:	:
1145:1	CHARLIE:	:	:Land	16: 15: 15:	:	16: 15: 15:	:	16: 15: 15:	:	8: 6:	:
1145:	DCAP#2	:	:Land	8:	:	:	:	8:	:	:	:
1145:	RCAP#1	:	:Land	:	:	:	:	:	:	2:	:
1315:1	FOX	:	:Launch:	*16: 12: 12:	:	16: 12: 12:	:	16: 12: 12:	:	8: 6:	:
1315:	RCAP#3	:1350-1550:	:Launch:	2:	:	1:	:	:	:	:	:
1315:	SEARCH #2:	:	:Launch:	:	:	:	:	:	:	10:	:
1325:1	DCG	:	:Land	12:	:	12:	:	12:	:	:	:
1325:	AC#2	:	:Land	:	:	4:	:	:	:	:	:
1430:1	GEORGE	:	:Launch:	12:	:	12:	:	12:	:	:	:
1430:	DCAP#4	:	:Launch:	8:	:	8:	:	:	:	:	:
1440:1	EASY	:	:Land	12:	:	12:	:	12:	:	:	:
1440:	RCAP#2	:	:Land	:	:	:	:	:	:	2: 1:	:
1440:	DCAP#3	:	:Land	:	:	8:	:	8:	:	:	:
%1515:	RCAP#4	:1550-1730:	:Launch:	:	:	:	:	:	:	2: 1:	:
1610:1	FOX	:	:Land	16: 12: 12:	:	16: 12: 12:	:	16: 12: 12:	:	8: 6:	:
1630:	AC#3	:	:Land	4:	:	:	:	:	:	:	:
1630:	RCAP#3	:	:Land	2:	:	1:	:	:	:	:	:
1800:1	GEORGE	:	:Land	12:	:	12:	:	12:	:	:	:
1800:	SEARCH #2:	:	:Land	:	:	:	:	:	:	10:	:
1800:	DCAP#4	:	:Land	8:	:	8:	:	:	:	:	:
1800:	RCAP#4	:	:Land	:	:	:	:	:	:	2: 1:	:

SECRET

ENCLOSURE ELEVEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

TARGET AND ARMING SCHEDULE FOR LOVE MINUS NINE AND LOVE MINUS EIGHT DAYS

1. T.G. 58.1 launches sweeps, strikes and photo reconnaissance missions against enemy defensive installations on islands in KERAMA RETTO and KEISAN SHO (HORNET photographs IE SHIMA as well), with emphasis on landing areas near landing beaches.
2. An Air Coordinator (AC) is provided to employ these flights against best targets. In the absence of instructions from the A.C. the following areas are assigned:

HORNET and WASP	-	TOKASHIKA JIMA
BENNINGTON	-	KEISAN SHO
BELLEAU WOOD	-	MAYE SHIMA
3. See Appendix Three to Annex D, ComFIRSTCar Task Force OpOrder 2-45 (Phase LOVE Photo Plan) and see Enclosure TWELVE to this Annex.
4. Use napalm, bombs, rockets, and machine guns in saturation tactics. TFI-1A arming plan TARE recommended.
5. Rendezvous point for A.C.'s and flights is ten miles South of MAYE SHIMA.
6. BELLEAU WOOD launches YOKE search 320° to 000°, distance 325 miles, employing 2 VF as radio links.

SECRET

ENCLOSURE TWELVE TO ANNEX EASY
CO. MANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

PHOTOGRAPHIC REQUIREMENTS FOR PLAN LOVE

LOVE MINUS NINE DAY

1. Every effort will be made to secure as soon as possible on LOVE MINUS NINE DAY the coverage outlined as Mission "A" in Phase LOVE Photo Plan, ComFIRST CAR Task Force OpOrder 2-45, Annex D, Appendix Three. WASP will secure low obliques of TOKASHIKA JIMA and the other islands of the western KERAMA RETTO. BENNINGTON will secure low obliques of MAYE SHIMA and KEISAN SHO. The four plane photo team on the HORNET will secure all vertical mapping and the low obliques of IE SHIMA. The Task Group Commander will be kept informed of the progress of the photo missions and will be given a complete report on or before 1630.
2. (a) Six prints of sorties of Mission "A", exclusive of IE SHIMA will be prepared. At least two of these sets will be printed with the hand printer and fully titled. The Sonne roll prints will have each exposure numbered and need only be titled at the beginning and end of the roll.
(b) No prints from Mission "A" are required for PHOTO GROUP TWO, and unless otherwise directed no selected sets of these missions are required.
3. The prints and negatives from Mission "A" will be wrapped and addressed to Commander Task Force FIFTY-TWO. They will be collected by destroyer at dawn of LOVE MINUS EIGHT DAY for delivery to the Task Group Commander who will forward to C.T.F. 52. HORNET be prepared to drop these prints at ESTES.

LOVE MINUS EIGHT AND SUCCEEDING DAYS

1. Obtain the photo coverage required by Commander Task Force FIFTY-TWO, if it is not obtained on LOVE MINUS NINE.
2. Carriers will obtain oblique and vertical photos as directed of the landing beaches and the areas adjacent to the beaches to uncover all enemy installations.
3. Prints and Negatives.
 - (a) Negatives will be retained unless otherwise ordered.
 - (b) All carriers will be prepared to print selected sets of prints in quantity for delivery to Commander Task Force FIFTY-TWO.

TOP SECRET

ENCLOSURE THIRTEEN TO ANNEX EASY

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FLIGHT SCHEDULE FOR LOVE MINUS SEVEN, LOVE MINUS FOUR AND LOVE MINUS THREE DAY

Sunrise 0620
Sunset 1835

TIME	NAME	STATION	LAUNCH	HORNET			WASP			BENN.			B. WOOD	
TIME	NAME	STATION	LAUNCH	VF	VB	VT	VF	VB	VT	VF	VB	VT	VF	VT
0500	TCAP #1	:0545-0700	:Launch:	12	:	:	:	:	:	*12	:	:	:	:
0500	AC #1	:0600-1000	:Launch:	:	:	:	:	:	:	4	:	:	:	:
0550	DCAP #1	:	:Launch:	8	:	:	8	:	:	:	:	:	:	:
0550	:1 ABLE	:0700-0830	:Launch:	8	6	6	8	6	6	*8	6	6	8	6
0550	SEARCH #1	:	:Launch:	8	:	:	10	:	:	:	:	:	:	:
0600	TCAP #2	:0700-0830	:Launch:	:	:	:	*12	:	:	12	:	:	:	:
0745	RCAP #1	:0815-1100	:Launch:	:	:	:	:	:	:	:	:	:	4	1
0745	TCAP #3	:0830-1000	:Launch:	*12	:	:	12	:	:	:	:	:	:	:
0745	MINAMI	:	:Launch:	:	:	:	:	:	:	:	:	:	8	:
0750	TCAP #1	:	:Land	12	:	:	12	:	:	:	:	:	:	:
0850	DCAP #2	:	:Launch:	8	:	:	:	:	:	8	:	:	:	:
0850	AC #2	:1000-1400	:Launch:	:	:	:	4	:	:	:	:	:	:	:
0850	:1 CHARLIE	:1000-1130	:Launch:	8	6	6	*8	6	6	8	6	6	:	:
0900	TCAP #4	:1000-1130	:Launch:	12	:	:	:	:	:	*12	:	:	:	:
0905	DCAP #1	:	:Land	8	:	:	8	:	:	:	:	:	:	:
0905	:1 ABLE	:	:Land	8	6	6	8	6	6	8	6	6	8	6
0905	TCAP #2	:	:Land	:	:	:	12	:	:	12	:	:	:	:
1020	:1 DOG	:1130-1300	:Launch:	*8	6	6	8	6	6	8	6	6	8	6
1020	TCAP #5	:1130-1300	:Launch:	:	:	:	*12	:	:	12	:	:	:	:
1020	RCAP #2	:1100-1415	:Launch:	:	:	:	:	:	:	:	:	:	2	1
1030	TCAP #3	:	:Land	12	:	:	12	:	:	:	:	:	:	:
1030	AC #1	:	:Land	:	:	:	:	:	:	4	:	:	:	:
1030	SEARCH #1	:	:Land	8	:	:	10	:	:	:	:	:	:	:
1200	TCAP #6	:1300-1430	:Launch:	*12	:	:	12	:	:	:	:	:	:	:
1200	DCAP #3	:	:Launch:	8	:	:	:	:	:	8	:	:	:	:
1200	SEARCH #2	:	:Launch:	:	:	:	10	:	:	8	:	:	:	:
1215	TCAP #4	:	:Land	12	:	:	:	:	:	12	:	:	:	:
1215	MINAMI	:	:Land	:	:	:	:	:	:	:	:	:	8	:
1215	DCAP #2	:	:Land	8	:	:	:	:	:	8	:	:	:	:
1215	:1 CHARLIE	:	:Land	8	6	6	8	6	6	8	6	6	:	:
1215	RCAP #1	:	:Land	:	:	:	:	:	:	:	:	:	4	1
1320	AC #3	:1400-1730	:Launch:	4	:	:	:	:	:	:	:	:	:	:
1320	:1 FCX	:1430-1600	:Launch:	8	6	6	8	6	6	*8	6	6	:	:
1320	TCAP #7	:1430-1600	:Launch:	12	:	:	:	:	:	*12	:	:	:	:
1320	MINAMI	:	:Launch:	:	:	:	:	:	:	:	:	:	8	:
1320	RCAP #3	:1415-1730	:Launch:	:	:	:	:	:	:	:	:	:	4	1
1330	:1 DOG	:	:Land	8	6	6	8	6	6	8	6	6	8	6
1330	TCAP #5	:	:Land	:	:	:	12	:	:	12	:	:	:	:
1450	:1 GEORGE	:	:Launch:	8	6	6	*8	6	6	8	6	6	8	6
1450	TCAP #8	:	:Launch:	:	:	:	*12	:	:	12	:	:	:	:
1450	DCAP #4	:	:Launch:	8	:	:	:	:	:	8	:	:	:	:
1510	DCAP #3	:	:Land	8	:	:	:	:	:	8	:	:	:	:

SECRET

ENCLOSURE THIRTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FLIGHT SCHEDULE FOR LOVE MINUS SEVEN, LOVE MINUS FOUR AND LOVE MINUS THREE DAY
(Continued)

TIME	NAME	ON STATION	LAUNCH	HORNET			WASP			BENNING			E. WOOD	
				VF	VB	VT	VF	VB	VT	VF	VB	VT	VF	VT
1510	AC #2		Land				4							
1510	RCAP #2		Land										2	1
1645	1 FOX		Land	8	6	6	8	6	6	8	6	6		
1645	TCAP #6		Land	12			12							
1700	SEARCH #2		Land				10			8				
1700	TCAP #7		Land	12						12				
1810	MINAMI		Land										8	
1810	1 GEORGE		Land	8	6	6	8	6	6	8	6	6	8	6
1810	TCAP #8		Land				12			12				
1810	AC #3		Land	4										
1810	RCAP #3		Land										4	1
1810	DCAP #4		Land	8						8				

- Note 1. * Indicates Flight Coordinator who establishes contact with Air Coordinator (AC) or in the case of the TCAP's with the Force FDC in the ESTES.
- Note 2. Condition 10 for 8 VF 0600 - 0745 BELLEAU WOOD
0745 - 1030 BENNINGTON
1030 - 1330 WASP
1330 - 1700 HORNET
Carriers keep 4 to 8 VF in Condition 11 at all times as practicable.
- Note 3. RCAP over station #7 required on LOVE Minus SEVEN only. On LOVE Minus FOUR and LOVE Minus THREE use RCAP to keep up support strikes on MINAMI DAITC as situation indicates.
- Note 4. On LOVE Minus FOUR and LOVE Minus THREE TG 58.4 provides A.C., and planes assigned this mission on LOVE Minus SEVEN can be used to increase strikes as practicable on LOVE Minus FOUR and LOVE Minus THREE.

SECRET

ENCLOSURE FOURTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

TARGET AND ARMING SCHEDULE FOR LOVE MINUS SEVEN,
LOVE MINUS FOUR, AND LOVE MINUS THREE DAYS

1. 24 plane TCAP reports as a group to Force F.D.O. in ESTES, who will assign stations. Relieve on station every one and one half hours.
2. SEARCH #1 HORNET and WASP fly Yoke search 330° to 000° and 000° to 040°, distance 325 miles respectively. Both provide radio linking planes.
3. SEARCH #2 same as SEARCH #1 except that BENNINGTON exchanged for HORNET.
4. Searches for LOVE MINUS FOUR and LOVE MINUS THREE are same as for LOVE MINUS SEVEN. Planes should keep clear of KYUSHU and FORMOSA coast.
5. On LOVE MINUS SEVEN, Air Coordinator from T.G. 58.1 establishes contact with Strikes ABLE, CHARLIE, DOG, FOX and GEORGE from this Task Group and Strikes BAKER and EASY from T.G. 58.4 before contacting CASCU (52.10 in ESTES) for employment.
6. On LOVE MINUS FOUR and LOVE MINUS THREE, T.G. 58.4 provides Air Coordinator.
7. On all days, Strikes ABLE, CHARLIE and GEORGE orbit Point King (10 miles, 315°T from Pt. BOLO) and Strikes DOG and FOX orbit Point William (10 miles, 270°T from Pt. BOLO). Strikes BAKER and EASY from T.G. 58.4 orbit William and King respectively. Arming plan TARE primary or alternate.
8. On LOVE MINUS FOUR and LOVE MINUS THREE strikes will be prepared to support underwater demolition teams off the demonstration beaches.

CTG 58.1
OpPlan 2-45

ENCLOSURE FOURTEEN TO ANNEX EASY
TARGET AND ARMING SCHEDULE LOVE -7,
LOVE -4, AND LOVE -3 DAYS.

SECRET

ENCLOSURE FIFTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

Sunrise 0615
Sunset 1840

FLIGHT SCHEDULE FOR LOVE DAY

TIME:	NAME	ON STATION	:LAUNCH:	HORNET	WASP	BENN.	B. WOOD:					
			LAND	VF	VB	VT	VF	VB	VT	VF	VB	VT
0545:	DCAP #1	:	Launch:	8:	:	:	8:	:	:	8:	:	:
0545:	NAPALM #1	: 0725	Launch:	20:	:	:	20:	:	:	*24:	:	:
0545:	1 ABLE	: 0715	Launch:	*12:	9:	6:	12:	9:	6:	12:	6:	6:
0915:	DCAP #2	:	Launch:	8:	:	:	:	:	:	8:	:	8:
0920:	NAPALM #1	:	Land	: 20:	:	:	20:	:	:	24:	:	:
0920:	DCAP #1	:	Land	: 8:	:	:	8:	:	:	8:	:	:
0920:	1 ABLE	:	Land	: 12:	9:	6:	12:	9:	6:	12:	6:	6:
1200:	DCAP #3	:	Launch:	8:	:	:	8:	:	:	8:	:	:
1205:	DCAP #2	:	Land	: 8:	:	:	:	:	:	8:	:	8:
1410:	1 BAKER	: 1540	Launch:	12:	9:	9:	*12:	9:	9:	12:	9:	9:
1500:	DCAP #4	:	Launch:	8:	:	:	:	:	:	8:	:	8:
1505:	DCAP #3	:	Land	: 8:	:	:	8:	:	:	8:	:	:
1715:	1 BAKER	:	Land	: 12:	9:	9:	12:	9:	9:	12:	9:	9:
1825:	DCAP #4	:	Land	: 8:	:	:	:	:	:	8:	:	8:

NOTE #1 * Indicates Flight Coordinator.

NOTE #2 DCAP pilots be prepared to fly JACK patrol as directed.

NOTE #3 Condition 10 duty for 8 VF

0545 - 0915 BELLEAU WOOD
0915 - 1200 HORNET
1200 - 1500 WASP
1500 - 1800 BENNINGTON

NOTE #4 Carriers keep 8VF in Condition 11 at all times as practicable.
Be prepared to launch support strikes on short notice.

SECRET

ENCLOSURE SIXTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

TARGET AND ARMING SCHEDULE FOR LOVE DAY

STRIKE	SHIP	PLANES	ARMING PLAN
NAPALM #1	HORNET	20VF	NAPALM
	WASP	20VF	
	BEN	24VF	
1 ABLE	HORNET	12VF	
		9VB	
		6VT	
	WASP	12VF	
		9VB	
		6VT	
	BEN	8VF	
		6VB	
		6VT	
	B. WOOD	8VF	
		6VT	
1 BAKER	HORNET	VF, VB	
		& VT	
	WASP	VF, VB	
		& VT	
	BEN	VF, VB	
		& VT	
	B. WOOD	VF, VT	

NOTE #1 Arming Plan for 1 ABLE and 1 BAKER:
 1/2 VF Rockets
 1/2 VF 2-500 G.P., N.D.
 All VB 2-500 G.P., N.D. and 2-250 G.P., N.D.
 All VT 12-100 G.P., N.D.

NOTE #2 Be alert for changes in H Hour.

SECRET

ANNEX FOX

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

RESCUE PROVISIONS

PART I

FACILITIES PROVIDED FOR RESCUE

1. Every possible effort will be made by the Task Group Commander to rescue downed aviators and air crewmen through the use of Lifeguard Submarines and Dumbo aircraft provided by other commands and by seaplanes and destroyers of the Task Group. To permit a proper appraisal of the downed personnel situation and to assist the Task Group Commander, each pilot and crewman must recognize his own personal responsibility in transmitting accurate and prompt information.
2. Rescue of crashed personnel in sight contact with the formation will be effected by destroyers in every instance.
3. During daylight of each day for which combat air operations are scheduled, Commander Support Unit will maintain a VOS Rescue Team from one of his units in Condition Eleven. A schedule of Rescue Teams setting forth their order of succession shall be submitted by Commander Support Unit to the Task Group Commander prior to the commencement of combat operations. When assigned ship launches Rescue Planes, the next listed ship automatically assumes duty with a VOS Rescue Team in Condition Eleven.
4. VOS Rescue Teams will consist of two VOS one of which will be stripped and manned only by the pilot and made secure for sea landings while the other will be fully manned with appropriate and full communication facilities. VOS Rescue Teams must be provided with charts of the areas in which they are to operate and must be thoroughly briefed on the tactical situation and the necessity of returning to their ships before sunset.
5. VOS Rescue Teams will be launched where rescue by submarine is not readily feasible if the operation of such planes is deemed practicable. Such teams may also be used to accompany strikes where Lifeguard Submarines are not available and when the tactical situation is favorable.
6. Destroyers should be ready to effect rescues at distances from the formation if ordered. If Lifeguard Submarine is not readily available and weather and state of sea make the operation of VOS Rescue Teams impracticable, destroyers may be ordered.
7. In the event long range strikes or searches are ordered where rescue submarines are not available, each carrier will send at least one plane with bomb rack rigged with droppable rubber boat and will be prepared to rig Gibson Girls where ordered.
8. Each CV will be prepared to load one TBM on short notice with an AR-10 Rescue Kit for special rescue missions. RCAP #2 and RCAP #4 for each day will each be accompanied by an AR-10 equipped TBM which will also carry extra liferafts and supply of dyemarkers.

ANNEX FOX
RESCUE PROVISIONS

PART II

Communications and Reference Points and Positions

9. Calls, Reference Points and Positions for submarine rescues are set forth in SOP-2A Addendum TWO thereto. These calls and points will be used for all rescues in the vicinity of the target by submarines, VOS Rescue Teams and destroyers. Where rescues are required in the vicinity of Task Group but out of visibility range therefrom, the Reference Point will be the Task Group Center and the reference call for every day will be DOUGLAS. For such rescues, the same procedure will apply as in the case of rescues in the vicinity of the target.
10. Note that the initial distances and bearings from the reference point for rescue submarines on target days are set forth in Plans HAPPY, LUCKY and LOVE of ConFIRSTCarTaskForPac OpOrder 2-45 and will be further referenced in Plans HAPPY, LUCKY and LOVE of this Plan. Pilots are advised that the Reference Point is usually a point of land. Ditching pilots should head for the initial position of the submarine and not toward the reference point which is likely to be in the vicinity of mineable or confining waters into which the submarine may not go.
11. Commander Task Group 58.1 will coordinate rescues and rescue requests within the Task Group but requests for rescue should be made under the regular procedure and reports of crashes or personnel in the water should be made to the parent ship. Planes in the air will be prepared to relay messages to rescue submarine, VOS Rescue Teams or destroyers as the case may be in every instance. If CTG 58.1 transmits messages by voice to rescue submarines, planes or destroyers or carrier planes covering rescues, he will use the regular TGC voice call.
12. Where downed planes, life rafts, or personnel are sighted on the return flight, two planes will circle and climb for altitude (1000 ft. for each estimated 10 miles from base) and transmit the proper rescue requests as hereinafter outlined. These planes will likewise report the facts to base on proper VHF channel and High Frequency, and if unsuccessful in reaching base, will turn on emergency IFF. The orbiting planes will remain over personnel in water until relieved on station or otherwise directed.
13. Lifeguard Frequencies.
 - (a) Primary 140.58 Megacycles VHF Channel "C". ALL SUBMARINES now have this.
 - (b) Secondary 4475 Kilocycles.
 - (c) Distress 500 Kilocycles which is the frequency of the Gibson Girl. Destroyers on rescue missions as well as Lifeguard Submarines will guard this frequency in addition to the stipulated primary and secondary frequencies. Gibson Girls will not be dropped except on order of the Task Group Commander which order depending on the tactical situation may be given where rescues cannot be effected before darkness.

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ANNEX FOX
RESCUE PROVISIONS

14. Submarines carry the Shackle Code but transmissions to them should be in plain language, and must follow the prescribed procedure. Do not use the term "Lifeguard".
15. Requests for rescue will include the following in this order:
- (a) Miles from reference point, reference call and bearing from reference point of survivors.
 - (b) The TBS code call of the crashed personnel's parent ship or base should be stated, where known.
 - (c) The type of aircraft if known, using either plain language or the following code:

CHICKEN	Fighter
HAWK	Dive bomber (2 man crew)
FISH	Torpedo bomber (3 man crew)
EAGLE	Medium bomber (6 man crew)
BOX CAR	Heavy bomber (9 or 10 man crew)
MONSTER	VLR aircraft (11 or 12 man crew)

- (d) The condition of survivors, in accordance with the following code:

GOODYEAR	Survivor(s) in a raft
YELLOW JACKET	Survivor(s) in a lifejacket
DAVEY JONES	Survivor(s) without lifejackets

- (e) The number of survivors.
- (f) If dye marker is present, the word "EVERGREEN" should be added.

EXAMPLE: "25 Dingle Dangle 090 Arab Chicken Goodyear
One Evergreen."

MEANING: One fighter pilot of the HORNET down 25 miles bearing 090° true from the eastern point of the entrance to the Gulf of Tokyo, in a life raft with dye marker showing.

16. If no acknowledgement is received from the submarine, pilots sighting crashed personnel should call the Rescue CAP and give the proper report using the following address:

"Hello Dingle Dangle Roger CAP Leader."

17. The Task Group Commander must be informed of every survivor sighting and the progress of all rescue measures. The responsibility of bringing home this information to him rests on each pilot sighting survivors.

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ANNEX FOX
RESCUE PROVISIONS

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18. Copies of relevant Air Sea Rescue Charts centering on the reference points involved originated by ComAirFac will be carried by all pilots. An additional supply of these charts will be furnished by the Task Group Commander to all units of the Task Group. The initial position of the rescue submarine and projected course must not be plotted but should be memorized by pilots.
 19. Search pilots and long range strike pilots must be provided with Air Sea Rescue Charts covering the areas they will cover.

PART III
FIGHTER COVER FOR RESCUE MISSIONS

20. A Roger CAP consisting of two or four VF will be given to each submarine to remain on station from dawn to dusk. Such submarine cover will be governed by the instructions contained in SOP-2A. At least one of the planes in the RCAP will carry a droppable life raft on the wing bomb rack.
21. Where the tactical situation requires, night fighters should be prepared to act as RCAP during the early evenings.
22. At least two VF will be assigned to cover VOS Rescue Teams with the designation Team CAP. The flight leader of such rescue missions will be the Team CAP flight leader.
23. Fighter cover will be given destroyers despatched on rescue missions away from the formation where the tactical situation requires.
24. Communications must be established between rescue units before taking departure from the formation so that rescue efforts may be properly coordinated. These units must rendezvous promptly and take departure as soon as possible after launching to avoid costly delays.

PART IV
IMPORTANT NOTES

25. Destroyers and VOS Rescue Teams effecting rescues will pick up life rafts or Mae Wests to prevent additional sighting reports of such gear.
26. Reports on the success of rescue must be made promptly to the Task Group Commander by the RCAP, VOS Rescue Teams, or in the case of destroyers by the fighter cover. Amplifying reports on the success of the mission must be delivered to the Task Group Commander upon the return of the planes to their ships, and in the case of destroyer, upon return to the formation as provided in "ANNEX HOW."
27. The requirement of Paragraph 12 above, that after making a Lifeguard transmission pilots will report to base, is made so that the Task Group Commander may determine what further steps to take in the rescue and to give the parent ship of the lost plane proper notice. Watches should be synchronized before leaving the ship so that pilots can assist the Task Group Commander in effecting rescues by giving accurate reports of the time of the sequence of ditching and rescue. If the Task Group Commander is supplied with proper information to evaluate each report, much effort otherwise wasted in duplicate action can be avoided.

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ANNEX FOX
RESCUE PROVISIONS

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28. Lessons learned from recent rescues indicate that life jackets must be checked before use. It is recommended that two dye markers, a flashlight and a whistle be secured to life jackets for quick and ready use.
29. All pilots must be carefully briefed on the provisions of SOP-2A and paragraphs 5100 - 5119 of FIRSTCar TFI-1A.
30. Pilots must be briefed:
- (a) To be prompt and accurate on rescue and downed pilot reports.
 - (b) To insure that rescue units have necessary information.
 - (c) To be certain that the reports get through.
 - (d) To drop Dye Marker for a man who has none.
 - (e) To ditch at least 1,000 yards ahead of a destroyer.
 - (f) To return to base and try to land rather than parachute in open water.
 - (g) To use proper reference points and not unpronounceable island names.
 - (h) To have more than one plane in a flight transmit rescue requests to insure reception by the submarine or Task Group Commander.

AUTHENTICATED

H.S. Rosenblatt

H.S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

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ENCLOSURE ONE TO ANNEX FOX
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

RESCUE FACILITIES FOR PLAN HAPPY

1. Lifeguard Stations are set forth in Appendix FIVE to Annex "J" of ComFIRSTCar TF OpOrder 1-45.
2. An AR-10 equipped TBM will accompany RCAP#2 and RCAP#4 to the station covered.
3. Note that on HAPPY and HAPPY Plus ONE Day, this Group will cover Station 12 but that if alternate HAPPY Plus ONE Day schedule is used RCAP's will cover Station Eleven and Twelve.
4. If alternate HAPPY Plus ONE Day Schedule is followed, AR-10 equipped TBM's will accompany RCAP#2 and RCAP#4 respectively to both stations.

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ENCLOSURE TWO TO ANNEX FOX
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

RESCUE FACILITIES FOR PLAN LUCKY

1. Lifeguard Stations and Reference Points are set forth in Appendix SIX to Annex "J" to ComFIRSTCar TF OpOrder 2-45.
2. RCAP's from this Group will cover Stations 3 and 4 on both LUCKY and LUCKY Plus ONE Day.
3. AR-10 equipped TBM's will accompany RCAP#2 and RCAP#4 respectively to both Stations.

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ENCLOSURE THREE TO ANNEX FOX
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

RESCUE FACILITIES FOR PLAN LOVE

1. Lifeguard Stations and Reference Points are set forth in Appendix SEVEN to Annex "J" to ComFIRSTCar TF OpOrder 2-45.
2. An AR-10 equipped TBM will accompany RCAP#2 and RCAP#4 to the Station assigned this Group.
3. For rescues in the vicinity of OKINAWA see Appendix VII to Annex "H" to ComPhibsPac OpPlan A1-45.
4. Commencing LOVE Minus SEVEN Day and until 0600 LOVE Day, Rescue requests in the vicinity of OKINAWA should be addressed to HATCHET. Thereafter requests should be addressed to GLACIER.
5. Point BOLO and Rescue Chart Point NAN-2 will be used as reference points for CASCU rescue.
6. Rescues for fast carrier aircraft forced down in the following areas:
(a) West of OKINAWA, (b) East of OKINAWA, south of 26°26'N and west of 128°10'E, will be handled by CASCU.

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ANNEX GEORGE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
R.DAR AND FIGHTER DIRECTION PLAN

PART I
GENERAL NOTES

1. The control of air and surface search radars, Fighter Direction, CIC radio communications, radar countermeasures and conditions of Radar and IFF Silence within the Task Group will be exercised and controlled by the Task Group Commander through the Task Group Fighter Director Officer and the Task Group RCM Officer.
2. The TG FDO will control and coordinate the operations of the CIC of all ships of the Group. In exercising this control, in addition to other duties which may be assigned, he will:
 - (a) Control the disposition of Combat Air Patrols over the Task Group and will allocate a sufficient portion of the CAP to repel each enemy air attack making use of Escort VF if necessary.
 - (b) Designate Fighter Direction Ships to control the CAP in the interception of enemy air attacks and when more than one interception is in progress at one time, the TG FDO will assign an available VHF channel to keep interference to a minimum. Generally the parent carrier will control its own VF, subject to the raid information available. An exception to this is that the ship with the best information on a raid may be assigned control of the interception.
 - (c) Designate enemy air raids by number and enemy surface attacks by letter when the Task Group is not tactically concentrated with other groups. Where the Task Group is concentrated, raids will be designated in an emergency and the Force FDO notified.
 - (d) Originate alerts of impending air and surface attacks over primary TBS if the raid is specifically closing this Task Group. After the initial alert, subsequent information concerning the raids will be passed over the Task Group MAN. When Task Groups are not tactically concentrated and the condition of radio silence permits, alerts will also be broadcast over 3000 Kcs.
 - (e) Assist in the coordination and collection of information concerning downed pilots in order to expedite measures to effect rescues.
 - (f) Maintain record as to current condition of flight decks of Task Group Carriers.
 - (g) Exercise "Lost Plane Control" for the Group.
 - (h) Keep the Task Group informed (over Task Group M.N or VHF Channel Roger as conditions permit) of the bearing and distance to other Task Groups and friendly surface units in the operating area.

ANNEX GEORGE
RADAR AND FIGHTER DIRECTION PLAN

PART II
FIGHTER DIRECTION SHIPS

1. Carriers and Radar Picket ships are Fighter Direction Ships. Fighter Direction ships may operate radars at discretion but they will conform to the general condition of silence imposed by the Task Force or Task Group Commander.
2. Task Group CIC and Fighter Direction Control will be in HORNLET unless otherwise directed. The normal sequence of relief will be WASP, BELLEU WOOD and BENNINGTON.
3. If Tactical Command of the Task Group is shifted, unless otherwise directed, the Task Group CIC and FD control will automatically shift to the Flagship of the new O.T.C.
4. Visual Fighter Direction duty is assigned to MASSACHUSETTS with VICKSBURG and SAN JUAN as first and second standbys respectively. This duty may be rotated from day to day among these ships subject to the approval of the T.G.C.
5. If the Major Surface Action Plan (TG 58.1 only), Enclosure One to Annex Jig, is placed in effect, MASSACHUSETTS will assume CIC and Fighter Direction Control for the Support Unit outlined therein.

PART III
RADAR GUARDS AND RADAR GUARDSHIPS

1. Radar Guards are established in accordance with Annex Baker to CentCom TWO, Change Two. The provisions of paragraph B202 thereof are called to the attention of Commanding Officers and CIC Officers.
2. Assignments: Ships designated have been selected on the basis of limitations and expectations of personnel performance and the type of equipment available.

AIR GUARDS

ABLE - Long Range - 30 to 375 miles.

The Master PPI scope or a remote PPI scope must be on the 200 mile scale. When a remote PPI scope is used, it should be manned by the Intercept Officer or a CIC Watch Officer. Ships assigned are:

INDIANA
VINCENNES
MIAMI

BAKER - Short Range - 0 to 40 miles. (Note change from CentCom TWO to provide 10 mile overlap.)

To facilitate tracking of targets at close range it is recommended that a remote PPI scope be set on the 20 mile scale.

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ANNEX GEORGE
RADAR AND FIGHTER DIRECTION PLAN

2. PART III - BAKER (Cont'd) Ships assigned are:
MASSACHUSETTS
VICKSBURG
SAN JUAN

FOX - Short Range

Maintain accurate plot of Anti-Sub Patrol (.SP), Anti-Snooper Patrol (SNASP), or Jacks. Ships assigned are:

MASSACHUSETTS
VICKSBURG
SAN JUAN

GEORGE - Altitude Determination

This Guard is in addition to those established by Annex Baker CentCom TWO, Change Two and is designed to provide adequate radar coverage in elevation and early determination of the altitude of enemy aircraft. Three sectors of search in elevation will be assigned to those ships equipped with SM or SP radars, as follows:

- Guard George One - Scan in elevation from $-30'$ to $+2^{\circ}30'$.
- Guard George Two - Scan in elevation from $+2^{\circ}30'$ to $+4^{\circ}30'$.
- Guard George Three - Scan in elevation from $+4^{\circ}30'$ to $+7^{\circ}30'$.

When enemy aircraft are detected or known to be in the vicinity of the Task Group, ships assigned these guards will immediately commence careful search of assigned sectors. Under normal cruising conditions these sectors should be searched for at least two minutes at intervals of five minutes. Ships assigned are:

- Guard George One - HORNET
- Guard George Two - BELLEAU WOOD
- Guard George Three - BENNINGTON

SURFACE GUARDS

CHARLIE - Long Range 15,000 to 75,000 yards.

INDIANA
VINCENNES
MIAMI

DOG - Short Range 0 to 15,000 yards.
4 DD's as assigned by ComScreen.

EASY- Identification - BK.
4 DD's as assigned by ComScreen.

2. PART III (Cont'd)

SURFACE TRACKING GUARD

This guard is in addition to those established by Annex Baker CentCom TWC. Ships assigned this duty are responsible for tracking and reporting courses and speeds of surface contacts, in order to ease the load on the Flagship CIC. Ships assigned are:

INDIANA
WASP
BIRMINGHAM

3. GENERAL NOTES ON GUARDSHIPS

- (a) Guards Baker and Fox are assigned to the same guardships since the requirements of these guards conform to the requirements of Visual Fighter Direction - short range radar search combined with a careful plot of friendly aircraft flying at close ranges.
- (b) Whenever a surface or aircraft contact believed to be friendly is reported, the Task Group flagship's BK will be turned on and the guardship in the direction of the contact will be directed to turn on its BK.
- (c) Commander Screen will assign Guards Dog and Easy to the Screen Stations nearest the four cardinal points of the compass in the screen. The destroyers in these stations will be indicated each evening when station assignments are reported.
- (d) Ships not assigned radar guards or duty as Fighter Direction Ships shall maintain a comprehensive plot of all contacts. In order to determine location of enemy aircraft and effectively coach Fire Control radar on target, all ships must guard Task Group MAN and TBS primary in CIC.
- (e) All Guardships shall immediately report any failures of radar or communication equipment to the Task Group Commander over Task Group MAN.
- (f) Radar Guardships reporting unidentified aircraft contacts will immediately follow up this report with the best estimate of the altitude of the contact.
- (g) Radar Guardships assigned a specific type of search must continue that search under all conditions to insure complete and efficient radar coverage. The TG FDO will keep all ships of the Task Group informed of enemy attacks over Task Group MAN. Ships assigned long range search can coach Fire Control radars on target by 360° search at 4 RPH together with judicious use of remote PPI scopes.

PART IV

RADAR PICKET SHIPS

1. Ships designated as radar picket ships will be assigned stations from 10 to 60 miles from the Fleet or Task Group Guide as directed. Their primary mission is to search and give early warning of enemy contacts. Commander Screen in assigning destroyers to picket duty shall select ships with best radar equipment and most experienced CIC personnel.
2. Radar Picket ships will operate BL equipment at discretion.
3. Radar Pickets may be assigned duties as RCM intercept guardships and will be prepared to conduct radar jamming to the extent of equipment installed.
4. Radar Picket ships must be equipped and ready to perform Fighter Direction and Visual Fighter Direction, to control ASP, SMIASF or Jacks and to assist in homing lost planes. Picket Destroyers will normally control ASP or SMIASF. Jacks, when flown, will be controlled by destroyers in screen nearest the median of each sector. On fueling days, the parent carrier will control all patrols.
5. All pickets must be alert to relay (over VHF or TGMAN) intra Task Group information to and from the Task Group, outlying pickets and planes.

PART V

RADAR AND IFF SILENCE

1. Conditions of Radar and IFF Silence are prescribed in Annex Baker CentComTWO, Change Two. The General signals "Baker Sopus" and "Charlie Queen George" will be used on voice circuits or flag hoist in setting conditions of silence.
2. Unless otherwise ordered, the following conditions of Radar and IFF silence are specified for this Task Group:
 - (a) Normal cruising - No condition of radar silence. To reduce maintenance and upkeep, carriers may secure one air search radar at night (sunset to sunrise) at the discretion of Commanding Officers. One Radar Guardship, each of those assigned Guards Able and Baker and ships of the screen not assigned picket duty may also secure air search radars at night. Radar Guardships will secure air search radars in rotation from day to day, as directed by the TGC. Radars should be secured in standby status.
 - (b) During Night run-in prior to initial strike on each objective - Radar Silence Condition One Fox (Condition TWO Dog Easy) will be directed. This period is from one hour after sunset, to the time when the first plane is launched. Removal of conditions of radar silence will be announced by the

PART V - 2 (b) (Cont'd)

T.G.C. over VHF channel R or Group M.N. During this condition of Radar Silence, carriers and ships equipped with SM or SP radars must comply in all respects to the requirements of Radar Guard George.

- (c) BL - All ships in the Task Group may operate BL equipment. However, discretion must be used in energizing BL equipment to keep interference to a minimum. No ship shall trigger its BL continuously.

PART VI

COMMUNICATION FOR CIC's

1. Radio Discipline - All radio channels used by CIC's of the Task Group will be carefully monitored and controlled by the Task Group FDC. Proper voice procedure and strict radio discipline must be observed. Fighter Director Officers and CIC officers of all ships are responsible for keeping unnecessary and verbose transmissions to a minimum.

2. Radar Reporting

- (a) Any ship detecting enemy air attacks which develop suddenly at close range shall immediately report them to the Task Group Commander on TBS #1. At the same time the detecting ship should alert the CAP and Jacks. After the initial alert, further transmissions concerning the emergency will be handled on TG M.N. and VHF Channels. The T.G.C. will report "all clear" when the emergency has been passed.

- (b) All surface contacts shall be reported to the T.G.C. immediately over TBS #1. The report shall take the following form:

"Hello BULL DURHAM, this is CLEOPATRA in Station 4, have skunk bearing Shackle _____ Distance Shackle _____".

Shackle Code shall not be used in emergencies.

- (c) Any ship having a definitely unidentified air contact shall report it immediately in plain language to the T.G.C. over the inter FDC circuit then in use. Common sense must be used in Radar Reporting. For effective controls the following requirements are prescribed:
- (1) Aircraft contacts detected beyond 50 miles are to be carefully checked for 2 minutes before a report is made.
- (2) Aircraft contacts within 50 miles shall be evaluated as quickly as possible before being reported.

COMMUNICATIONS IN CIC's (Cont'd)

- (3) When the report is made, the TG FDO will acknowledge with "ROGER, OUT". One Fighter Direction ship or Radar Guardship will then confirm or negate the report with the transmission:

Example: This is FIDO, we concur, out" or, "This is TUSKO, we have that friendly, out".

- (4) The TG FDO, if still in doubt, may request further information from the reporting ship, another Guardship or a Fighter Direction Ship. Similarly the Controlling CIC may have a contact it wishes verified. The ship called will supply the information and end the transmission with "out" rather than "over".
- (5) The most important consideration in reporting unidentified contacts is to insure that interception is commenced with CAP as soon as possible. If TG FDO can rely on the reports received, CAP will be given an immediate vector on each report.
- (6) At discretion, the TG FDO may direct a Guardship or FD ship to "hold" or report a raid or to give information on enemy planes and friendly VF. Such reports should be made once each minute.
- (7) Altitude reports will be made as follows:
- (a) If derived from SI or SP radars, "Raid One Jeep angels three."
- (b) If derived from fade charts, "Raid One estimated angels three."

3. Aircraft Condition Reports - Reports of aircraft launched or landed will be made immediately to the TG FDO upon completion of the operation over IFD circuit. Use Deck Condition Code as prescribed in FIRSTCar TFI-LA, Paragraph 4350. Condition "Jig" reports should be followed by Condition "Fox" as soon as planes are in Condition 11.

Example: "Hello BULL DURHAM. This is FIDO, Condition "Jig", FIDO 1, 2, and 3, Angels 20. FIDO 4, 5, 6, Angels 10. Condition Sugar 4 (or Jacks 1 and 3)" Flight leaders are always listed first.

4. Combat Air Patrols:

- (a) In order to reduce traffic on VHF Channels, CAP Pilots will be fully instructed on stations, communications and procedure of reporting to controlling base before planes are launched.
- (b) CAP will be relieved on station. The flight leader of the relieving CAP going to station at the highest assigned angels, (eg. Angels 20) on reaching the half way point will report in to the controlling base: "ARAB Base this is ARAB One Angels 10, out". This transmission is the signal that the old CAP may be given a "Prep Charlie" on VHF. No further directions by TG FDO are necessary unless an interception is in progress.

COMMUNICATIONS FOR CIC's (Cont'd)

4. (c) Communication checks between Base and CAP taking assigned stations will be obtained without preliminary call up. The Section Leader of the Flight Leader's division will report on station. The Flight Leader will then report weather. Other divisions will then report in by call only.

Example: "Hello BENGAL this is BENGAL 1-3 on station angels 20, over to BENGAL 1-1". "This is BENGAL 1-1, weather 10-5-3-6 over to BENGAL 2". "This is BENGAL 2-1 over to BENGAL 2-3". "This is BENGAL 2-3 over to BENGAL Base."

A single acknowledgment from Base is all that is necessary. If any plane fails to check in after a short interval, the plane responsible for the next report shall be alert to take up the sequence of reports.

- (d) CAP on oxygen will exchange stations with lower CAP midway in the patrol period. Top CAP will be relieved on station. A single transmission from the relieving patrol and the acknowledgment are all that is necessary.

Example: "Hello ARAB 2 this is ARAB 3 on station Angels 20, over". "Hello ARAB 3 this is ARAB 2 Roger, out". ARAB 2 will then drop down to lower station assigned.

- (e) Weather information will be obtained from the CAP in the following manner:

Example: "Hello ARAB 1 this is ARAB Base, report weather, over". "Hello ARAB Base this is ARAB 1, weather 15-6-8-10, out". Numerals always indicate visibility in miles, cloud cover in tenths, bottom of clouds in thousands of feet, and top of clouds in thousands of feet in that order.

- (f) VHF Channels assigned the Combat Air Patrols are for Fighter Direction only.

Each Fighter Director Officer will keep other planes off these channels.

- (g) All CAP must monitor 4475 Kcs. This channel may be used with permission of the CTC in the event of materiel failure to VHF or for scrambled VF.
- (h) VF scrambled to repel heavy enemy air attacks will be set up on secondary CAP VHF Channels as directed by TG FDO.
- (i) All planes will check transmitters before takeoff to insure that keys are off to prevent unnecessary jamming of radio circuits.

5. Strike Aircraft:

- (a) Escort VF and VBF will be prepared to act as CAP in case of emergency. When these VF are used for interceptions, regular strike calls will be used. FDO's must check fuel and ammunition before using strike VF on extended CAP missions.

5. COMMUNICATIONS FOR CIC's (Cont'd)

5. (b) "Prep Charlie" will be the only landing instructions ordinarily given to returning planes. This does not include emergencies or VF(N). Use of VHF for "Charlie", "Expedite Charlie", "Pancake", or "What is your present position?", will not be permitted by individual ships unless an emergency exists. Air Groups will be indoctrinated in the Ready Rooms and not on the air by VHF. Use of visual signals should be sufficient to control aircraft returning to carriers. All strike and search planes will be instructed to report by VHF their ETA and composition using plain language when 50 miles from the Task Group. Bases will not originate radio calls requesting this information from returning strike planes except in emergency.
- (c) Only properly assigned calls will be used. The use of nicknames on voice radio circuits is prohibited at all times.
- (d) All pilots must be indoctrinated to provide the following information over VHF channels when requesting an emergency landing:
1. Type landing (Deferred or Immediate).
 2. Trouble (Hydraulics, oil pressure, etc.).
 3. Fuel remaining and whether still carrying bombs or rockets.
 4. Present position and ETA.

This information must be given with the initial request for an unscheduled landing.

6. ASP, SNASP, JACKS

Planes launched by this Task Group for ASP, SNASP, or JACKS will be directed to check in with screen or picket destroyers designated to control them. When launched, planes will join up and proceed to vicinity of controlling destroyer. To reduce VHF traffic, DD will flash call of planes by signal search light. Planes will rock wings in acknowledgment. Controlling DD may then originate brief VHF communication check which section leader will acknowledge with "Roger, out." Planes should check in with controlling DD by visual means from time to time during patrol period. Unless otherwise directed, all ASP, SNASP and Jacks will be controlled on the Primary CAP VHF frequency.

PART VII
FIGHTER DIRECTION AND COMBAT AIR PATROLS

1. Fighter Direction is not effective unless it is instrumental in the complete destruction of enemy air attacks beyond AA range. To achieve this end, one carrier CIC will be directed to control CAP in the interception of a designated enemy raid. The other carrier CIC's must maintain a plot and project the track of each interception by dead reckoning as if they were controlling. In this manner, an instantaneous shift in the control of CAP may be made when information fails for the controlling base. This directive does not alter the responsibility of other carrier CIC's to undertake the immediate interception (as ordered by TG FDO) of new enemy raids which may develop. Carrier CIC's are equipped to carry out both functions and must do so.

FIGHTER DIRECTION AND COMBAT AIR PATROLS (Cont'd)

2. The TG FDO will at all times make clear to the ships in the Task Group which ship is controlling CAP. When control is shifted, it must be done expeditiously. Team work is always more effective than individual effort. Intercept officers must be quick to relinquish control when information is poor. This implies no reflection on individual abilities. Voice procedure on IFD in effecting a shift in control is as follows:
From Controlling Base: "BULL DURHAM this is CIRCUS, Bogey (or friendly) faded for me, over."
The carrier able to take over will come in immediately - before BULL DURHAM answers: "BULL DURHAM this is FIDO, I have it, out."
TG FDO will then confirm as follows: "DOUGLAS this is BULL DURHAM, ARAB 1 and 2 now under FIDO control, out."
VF on CAP must be instructed to be alert for changes in control. The controlling base will indicate to CAP that another base is taking over if time permits.
3. CAP must be fully indoctrinated in the use of Formation X-Ray and expect to use it in repelling suicide attacks. Flight leaders may initiate the use of Formation X-Ray at their discretion, but they must inform the controlling base of such action.
4. CAP Flight leaders and Division leaders must be alert to inform controlling base of extreme changes in weather conditions and cloud layers during an interception.
5. CAP on station must be ready to act on alerts from any ship sighting enemy planes at close range. Suicide attacks may develop without radar warning.
6. Scrambled CAP will rendezvous in sector assigned parent carrier, reporting in when rendezvous is effected. Rendezvous should be made while climbing to Angels 15 without instructions on VHF.
7. Visual Fighter Direction will be used by assigned ships at every opportunity. The CAP stationed at lowest altitude is always available to the Fighter Direction Ship or Radar Guardship assigned this duty. As soon as an unidentified aircraft is sighted, the Visual FDO will inform TG FDO. If time permits, TG FDO will alert lowest CAP with "over to BENGAL, Snapper" or whatever base is controlling. Snapper control in most cases will take over immediately. To alert the Task Group that a visual interception is in progress, the TG FDO will broadcast to all ships over TBS #1 and IFD, "DOUGLAS this is BULL DURHAM Visual Fighter Direction in progress out." "Hold fire" will not be ordered but all ships must be alert for friendly planes diving and opening the formation.
8. Strike planes returning from target will normally join up in as large a group as possible. Stragglers confuse the radar screen and invite undetected suicide attacks. In general, if a returning strike group contains 8 planes or less, the planes will orbit the strike picket until they can join up with another group. Planes low on fuel or due for immediate landing are the only exceptions and they must inform their base of their present position, composition and ETA. Escort VF must search area astern frequently while returning to base to eliminate enemy aircraft tailing the flight.

FIGHTER DIRECTION AND COMBAT AIR PATROLS (Cont'd)

9. Use of IFF

- (a) All Mark 2 IFF is to be considered enemy. Planes showing Mark 3 IFF, but acting suspiciously shall be investigated by CAP on orders from the TG FDO. Any plane on routine patrols not showing IFF will be recalled to orbit base and a replacement should be launched if more than one hour of the patrol remains.
- (b) All ships with aircraft will adjust aircraft IFF equipment so that it will not trigger above 187 Mcs. or below 157 Mcs.
- (c) Any ship detecting enemy aircraft showing Mark 2 or Mark 3 IFF shall submit detailed report by visual to CTG 58.1.

PART VIII
VF(N) DOCTRINE

- 1. (See Tentative Instructions for Night Carrier Task Group.) Tactical control of all VF(N) in this Task Group rests with the Task Group Fighter Director Officer. All Night interceptions will be directed by qualified Night Intercept Officers. Night Intercept Officers will be prepared to pass control to or accept control from other bases when so directed by TF FDO or TG FDO. All VF(N) will be assigned regular base calls of their parent carrier.
- 2. Carriers with VF(N) duty will automatically assume night intercept duty. Night Intercept Officer of duty carrier must be in CIC when VF(N) are airborne or in Condition 10, or in VF Ready Room when VF(N) are in Condition Eleven.
- 3. When this Task Group operates away from the Night Fighter Task Group, only one VF(N) will be airborne on CAP when 4 VF(N) are airborne as Dusk Jacks. After dark not more than 2 VF(N) will be launched at any one time except in case of necessity. In the event of radar or communication failure of one VF(N) another may be launched if the tactical situation permits control of 3 VF(N). When interceptions are in progress, a standby carrier will be directed to control VF(N) not engaged in the interceptions.

PART IX
LOST PLANE PROCEDURE

- 1. Lost plane procedure will be conducted in accordance with FIRSTCar TFI-1A paragraphs 3600-13.
- 2. WSP is designated as Lost Plane Control Ship.

PART X
RADAR COUNTERMEASURES

- 1. Radar Countermeasures will be controlled by the Task Group Commander acting through the Task Group RCM and Radar Materiel Officer.

RADAR COUNTERMEASURES (Cont'd)

- 2. Attention is invited to Annex BAKER of CentComTWO, FIRSTCar TFI-1A, Appendix Two to Annex "E" of ComFIRSTCar TF OpOrder 2-45 and Annex "M" to ComFIFTHFleet OpPlan 13-44.
- 3. More specific assignments of Intercept Guards and Jamming duties will be made by despatch as new RCM equipment becomes available to ships in the Task Group.

PART XI
INTERCEPT GUARD ASSIGNMENTS

- 1. Intercept Guards as defined in Paragraph B530 Annex BAKER CentComTWO are assigned as follows:
 - Able - SIGSBEE, JOHN RODGERS
 - Baker - HORNET, MIAMI, SAN JUAN, BELLEAU WOOD.
 - Charlie - WASP, VINCENNES, VICKSBURG.
 - Dog - MADDOX, BENNINGTON.
 - Easy - Primary responsibility is in ships assigned Guard BAKER as known frequencies of Japanese airborne radars fall into this band of frequencies.
 - Fox - Will be assigned by order as tactical situation requires.
- 2. INDIANA take Baker, MASSACHUSETTS take Charlie when not checking Saddleup rpts. Radar Intercept Guardships will make reports of enemy jamming and enemy radar signals detected to the MASSACHUSETTS on IFD circuit, with information to the T.G.C. (See Paragraph B722 Annex BAKER, CentComTWO). The MASSACHUSETTS will evaluate the reports and will report findings to T.G.C. on IFD circuit. INDIANA will obtain bearings on reported signals using DBB equipment and furnish this information to TGC on IFD circuit. To facilitate evaluation, these ships may use RCM intercept receivers at discretion.

PART XII
JAMMING AND DETECTION PLANS

FIRSTCar TFI-1A

- 4531 1. RCM Plan ABLE - Spot Jamming.
To the extent of equipment available, all ships must be prepared to spot jam on signal.
- 4532 2. RCM Plan BAKER - Barrage Jamming.
To cover known frequencies of Japanese airborne radars, preliminary assignments for jamming which will be changed by order as necessary are as follows:
 - 150 - MADDOX SCHROEDER.
 - 151 - VICKSBURG.
 - 152 - INDIANA.
 - 153 - WASP
 - 154 - MASSACHUSETTS

TOP SECRET

ANNEX GEORGE
RADAR AND FIGHTER DIRECTION PLAN

JAMMING AND DETECTION PLANS (Cont'd)

155 - BENNINGTON.
156 - BELLEAU WOOD.
157 - VINCENNES.
158 - HORNET.
159 - SIGSBEE.
160 - JOHN RODGERS.

3. Alternate Plan BAKER - Center Frequency will be designated by signal. Center minus TWO assigned VINCENNES and JOHN RODGERS. Center minus ONE to BELLEAU WOOD, MASS, MADDOX. Center to HORNET, MASSACHUSETTS. Center plus ONE to INDIANA, BENNINGTON, SCHROEDER. Center plus TWO to SIGSBEE, VICKSBURG.
- 4533-37 4. RCM Plans CHARLIE, DOG, ELSY, FOX and GEORGE. Duties will be assigned as ordered.
5. All carriers will comply with Para. 3, Appendix Two to Annex "E" of ComFIRSTCar TF OpOrder 2-45. RCM planes will be allocated to all carriers as available.
6. Carriers will maintain adequate stocks of window cut to the prescribed frequencies. Window will be dropped on all strikes as scheduled.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

TOP SECRET

ANNEX GEORGE
RADAR AND FIGHTER DIRECTION PLAN

JAMMING AND DETECTION PLANS (Cont'd)

155 - BENNINGTON.
156 - BELLEAU WOOD.
157 - VINCENNES.
158 - HORNET.
159 - SIGSBEE.
160 - JOHN RODGERS.

3. Alternate Plan BAKER - Center Frequency will be designated by signal. Center minus TWO assigned VINCENNES and JOHN RODGERS. Center minus ONE to BELLEAU WOOD, I.S.P, MADDOX. Center to HORNET, MASSACHUSETTS. Center plus ONE to INDIANA, BENNINGTON, SCHROEDER. Center plus TWO to SIGSBEE, VICKSBURG.

4533-37 4. RCM Plans CHARLIE, DOG, EASY, FOX and GEORGE. Duties will be assigned as ordered.

5. All carriers will comply with Para. 3, Appendix Two to Annex "E" of ComFIRSTCar TF OpOrder 2-45. RCM planes will be allocated to all carriers as available.

6. Carriers will maintain adequate stocks of window cut to the prescribed frequencies. Window will be dropped on all strikes as scheduled.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

RULES FOR CAP

1. HIGH VISIBILITY

- (a) During conditions of good visibility, the high altitude CAP will normally be relieved outside the zone of effective 5" gun fire of this Task Group or adjacent Task Group (6 miles or more from screen). The high altitude CAP upon being relieved will let down outside the effective gun range to an altitude of 1,000 feet or less and then approach the disposition from either of the two approach bearings effective for the day. The CAP should select the one of the two approach bearings which is more distant from adjacent Task Groups. The relieving high altitude CAP will rendezvous in assigned sector outside of effective gun range (6 miles or more) and then climb to Angels specified before taking station over base. Normal station will be 20,000 feet for high altitude CAP. Any plane having to take an altitude other than that assigned must inform the TG FDO to prevent being fired upon.
- (b) The low altitude CAP (Angels 5 or mattress) will normally remain as close over base as possible to enable all ships to maintain visual identification. They will let down over base and climb to station in a non-threatening manner.

2. LOW VISIBILITY

- (a) This is the most critical situation for AA defense especially during the period that the high altitude CAP is being relieved. It is impossible to expect the high altitude CAP to descend to a low altitude with any degree of certainty of being outside of heavy gun range of all Task Groups unless a delay in recovery operations is acceptable. This is often impossible. Therefore during low visibility when the high altitude CAP is being relieved, no firing will be conducted by our ships unless:
- (1) Positive enemy identification is established.
 - (2) The plane is making a threatening approach on a ship of the disposition.

The TG FDO will make every effort to keep all ships informed of commencement and completion of the relief and the bearing of the high altitude CAP being relieved.

CAP make every effort to conform to high visibility procedure.

- (b) The low altitude CAP procedure is the same as for high visibility.

3. JACKS

- (a) Jacks and incoming strikes must approach the disposition for recovery on the correct approach bearings.

TOP SECRET

ENCLOSURE ONE TO ANNEX GEORGE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

RULES FOR CAP

4. LOST PLANES

Lost planes will be treated as special cases in each instance.

5. The above procedure will be carried out at all times, cruising as well as strike days.

AIRBORNE RADAR DOCTRINE

1. Since the proper use of airborne radar should be a great aid to the success of this operation, it is necessary that the capabilities and limitations of the various types of equipment available be thoroughly understood by all concerned. Particular emphasis should be placed during briefing of pilots and air crewmen on the importance of such equipment.

PROCEDURE FOR SEARCH VT AND VB

2. During normal sector searches by two plane section of VB or VT with VF escorts, radar duty will be rotated every fifteen minutes in order to lessen eye strain. The plane in radar standby condition will put radar in standby.
3. Operators in planes equipped with ASB radar will regularly change the position of the antennas from search to homing position and back to effect complete radar coverage.
4. For planes equipped with APS-4 radar, the proper tilt angle for the scanner may be determined from the altitude flown. The ideal altitude for radar search is from 1500 to 2000 feet. This allows coverage to the maximum effective radar range and will prevent detection from a range greater than approximately sixty miles. This altitude may be affected by weather conditions. Therefore it must be borne in mind that the lowest altitude for effective radar search is from 400 to 500 feet.
5. In the event a SURFACE CONTACT is detected, the pilot will be notified immediately of the range, bearing and possible type. Homing procedure will be immediately initiated. After a good bearing has been established, altitude will be lowered to delay detection by the SURFACE CONTACT but periodic "hop-ups" must be made to check range and bearing. By following this procedure, visual contact can be established.

AIRBORNE RADAR NAVIGATION

6. Each strike group having VT or VB will have two planes designated as radar Navigation Planes. In the event that navigational assistance is necessitated by bad weather or other conditions, radar may be used to locate the general target area. The ability to locate a target area requires a close study on the part of squadron radar and briefing officers of the coastline, terrain, landmarks, the use of any available radar planning devices and the thorough briefing of pilots and operators on all pertinent points.
7. Attention must be paid to the best approach for radar navigation and also to the best approach to insure maximum delay in radar detection. With planes using ASB radar, the best method for identifying approximate areas is the "radar piloting" or "course parallel to coastline" methods. A knowledge of the terrain and landmarks is generally sufficient to identify the locality of a target area utilizing Class BAKER scan in radar equipped planes.

TOP SECRET

ENCLOSURE TWO TO ANNEX GEORGE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OF OPERATION PLAN 2-45

AIRBORNE RADAR DOCTRINE

SURFACE ATTACKS

8. In the event that an attack on surface targets is ordered during conditions of poor visibility, very accurate approaches can be made by the proper use of Airborne Radar. ESTABLISHED DOCTRINES FOR SURFACE ATTACKS should be followed.

ENEMY JAMMING

9. Should enemy jamming be encountered, the effects may be minimized by proper manipulation of gain and tuning controls, and antenna position. In any event, planes should home on the jamming station, being careful not to overshoot.

BRIEFING

10. Squadron radar officers have detailed information on the above procedures. They are directed to insure that pilots and operators are thoroughly instructed in all phases of the use of Airborne Radar so that attacks on obscured targets will not be aborted.

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

Commanding Officers are responsible for insuring the prompt receipt of the specified reports by the Task Group Commander. The Task Group Commander considers the following reports a minimum essential for efficient operations. Letter compliance with the requirements of these instructions is necessary.

PART I

REPORTS SPECIFIED IN FIRSTCAR TFI-1A AS SUPPLEMENTED BY THE TASK GROUP COMMANDER

FirstCar
TFI-1A

6100 Daily Fuel Report

Reports of percentage of burnable fuel on hand as of noon for each day will be made for each ship daily by Commander Battleship Unit, Commander Cruiser Unit, and by Commander Screen for their respective ships. Each carrier will report direct and will also report percentage of aviation gasoline on hand each day as of noon.

6111 APOB Report (Air Pilot Observer)

The carrier launching an APOB flight will report to the Task Group Commander who will further report to the proper addressees.

6112 Aerological Information Obtained From Search Planes

The launching carrier will make the T.G.C. information addressee on this report. If ComFIFTH Fleet and C.T.F. 58 are not present, the report will be delivered to the T.G.C. only.

6113 Weather Forecast and Ballistic Wind.

(a) Weather forecasts will be submitted to the T.G.C. by all carriers and by BB's having aerological units, such forecasts to be made by 1200. Include forecasts of weather in target areas where required of Task Group Commander in Plans HAPPY, LUCKY and LOVE of C.T.F. 58's OpOrd 2-45. The T.G.C. will thereafter issue a forecast to the Task Group prior to 1600.

(b) Ballistic wind data will be reported to the Task Group by flaghoist on even days by the BENNINGTON and on odd days by the WASP as early as practicable. It should not be reported further during the day except when radical changes occur. Report by visual to the Task Group when in port.

6200 Armament Report

Submit to Task Group Commander prior to sortie from port and at end of each strike day.

6210 Armament Inventory after Replenishment

Each carrier submit as specified to Task Group and Task Force Commander.

6300 Replacement Aircraft and Pilot Report

This report to be submitted by carriers to Task Group Commander when requested

6310 Replenishment Reports (To be made by or for all ships).

This report is modified from the form appearing in FIRSTCar TFI-1A and is to be submitted as follows:

Seventy-two (72) hours prior to entering port, each ship report direct to Task Group Commander with information copy to his Unit Commander by abbreviated despatch or message drop estimated requirements where applicable as follows:

- (1) Diesel Oil.
- (2) Ammunition to be replenished.
- (3) Ammunition to be exchanged.
- (4) Ammunition details to be turned in.
- (5) Replacement aircraft required, by types and air crew replacements required.
- (6) Duds to be turned in requiring lighter service.
- (7) Number of droppable tanks and major spare parts items required.
- (8) Number and type of photographic planes on board and how equipped.
- (9) Tons dry, fresh and frozen provisions required.
- (10) Availability required by ships.
- (11) Tender assistance required by ships.
- (12) Special items requiring immediate action upon entering port.

In case tender assistance is required by more than one ship of a unit, the Unit Commander will assign precedence.

6311 Status of Aircraft and Aircrews

Carriers be prepared to report status of aircraft and aircrews.

6400 Action Reports

- (a) Action Reports will be submitted in accordance with PacFlt 1CL-45 by all ships and will cover the period from sortie through the completion of strikes to be specified by the T.G.C.
- (b) Copies of the report (less the advance copies) should be forwarded through the chain of command with each sub-commander assembling the reports of his subordinates and forwarding them to the Task Group Commander as enclosures to the action report of the sub-commander. The chain of command in this Task Group is as follows:

- (1) Ships
- (2) Task Unit Commander
- (3) Task Group Commander
- (4) Commander FIRST Carrier Task Force
- (5) Commander FIFTH Fleet
- (6) Commander in Chief, U. S. Pacific Fleet
- (7) Commander in Chief, U. S. Fleet

6400 Action Reports (Cont'd)

- (c) Destroyer division and squadron commanders will be included in the chain of command between (1) and (2) above and will assemble reports of their ships for forwarding to the Task Unit Commander.
- (d) With respect to carriers, the ship's report should include as an enclosure the report of the Air Group Commander, and his report must enclose ACA-1 reports for the squadrons of his group.
- (e) Advance copies of the carrier's reports will have the same enclosures prescribed in paragraph (d) and it therefore will not be necessary for aircraft squadrons to forward advance copies of ACA-1's directly except to JICPOA which does not receive a copy of the carrier's report.
- (f) The attention of carrier commanding officers is invited to the requirement of an action report from the ship even though the Air Groups attached to the carriers are required to submit reports on Form ACA-1.
- (g) Where enclosures and exhibits are attached to the action report, sufficient copies thereof should be supplied for each copy of the action report, to be retained by each office in the chain of operational command through whom the action reports are routed with the exception of ACA-1 reports.
- (h) Where Form ACA-1 Supplementary Reports are forwarded pursuant to CinCPac Conf. Serial 01512 of 20 April 1944, they will be sent directly as provided therein.
- (i) Anti-Aircraft Action Reports will be submitted in the same manner as ACA-1 reports. ASN-1 and ASN-6 (Revised) forms will be submitted as provided in PacFlt 1CL-45.
- (j) Commanding Officers are requested to forward copies of Action Reports at the earliest practicable date subsequent to the action with the enemy and after the conclusion of the period to be covered as specified by the T.G.C. The Task Group Commander should receive all reports of subordinate commanders within two days after entering port and preferably sooner.

6410-20 Daily Summary Report

- (a) This report is important since it is made for the direct purpose of facilitating early and accurate appraisal of the effect of the current operations and for necessary reports thereof to Commander FIFTH Fleet, CinCPac, and Commander Task Force FIFTY-EIGHT. This report is to be made to the Task Group Commander as soon after the completion of each day's operations as practicable by each Carrier of this Task Group, commencing with the day of sortie and continuing until the return to port.
- (b) Battleships, Cruisers and Destroyers will submit Items SUGAR and TARE of this report where anti-aircraft action has taken place.

6430 Strike Flash Reports

Send to Task Group Commander promptly. Include important ship sightings and movements of ships and aircraft.

6440-41 Airfield Status Report

Carriers will send this report to the Task Group Commander prior to 2100 on strike days. It is to be based on photographs. The local time of each reported status for each field will be added after the number of planes reported and each item will state whether based on pilots reports. If not stated it will be assumed to be based on photographs:

Example: 59 HANEDA 44 Singles 32 Twins 1440 Pilots X 60 ATSUGI 40 Twins
62 Singles & Transports at 1625 X"

6450 P.I. Reports

First phase photo interpretation reports will be brief and to the point. All damage discernable in photographs will be included in reports, with a reference photo or photos listed in parentheses following the statements.

6460 Special Reports

To be made where applicable - viz - night fighter sorties.

6470 Enemy Ship Damage Reports

- (a) Enemy ship damage report will be submitted to the T.G.C. by all types of ships of the Task Group whose aircraft, guns or depth charges (in the case of enemy submarines) have attacked, damaged or sunk enemy surface vessels or submarines.
- (b) A separate report will be made for each enemy ship attacked and any pertinent photographs will be forwarded or referenced. A chart showing the location of all ships reported, shall accompany these reports. These reports shall be submitted with required pictures by message drop or destroyer mail at the earliest practicable time and shall not be made by despatch form.
- (c) Items for the Report:
- (1) Type and class of ship - if not warship, state size using JMST figures.
 - (2) Describe any damage prior to Air Group's or warship's attack. (What was condition of vessel when encountered?)
 - (3) Time of Attack(s).
 - (4) Location of ship - bearing and distance from some prominent land mark, or the Force (as the case may be), also relation to ship or ships nearby. Grid position or latitude and longitude.
 - (5) Damage inflicted - number and type of hits; explosion(s); flames; smoke; listing; reduction of speed; settling, oil or debris brought up in the case of enemy submarines, etc.

6470 Enemy Ship Damage Reports

(6) Effect of attack - circumstances:

- (a) How many witnesses saw ship go under, disintegrate.
- (b) In what manner did ship sink - bow first, stern first, roll over, break apart.
- (c) Photographic evidence of sinking.
- (d) State the reports of witnesses which justify the conclusion of sunk, probably sunk, damaged or probably damaged.

PART II

ADDITIONAL REPORTS NOT LISTED IN FIRSTCOM TPI - 1A

1. GUNNERY REPORTS

Ammunition expended, casualties and comments are to be reported immediately following an exercise or action. DD's report to Division and Squadron Commanders. Cruisers and Battleships to their Unit Commanders, Carriers direct to Task Group Commander. Unit Commanders will assemble and forward reports to the Task Group Commander.

2. NAVIGATION

(a) The following position reports are desired daily from Commander Support Unit: Give time of position and if not a fix state if DR or EP.

- (1) Immediately after morning fix or at 0800 if no fix obtained.
- (2) Noon, after meridian altitude sight
- (3) Immediately after evening fix or at 2000 if no fix obtained.

(b) When units are on detached missions such as bombardments or Hunter-Killer, senior unit commander submit rough track chart by first routine guardmail for incorporation into the Task Group Track Chart.

3. STATION ASSIGNMENT REPORT

After the screen is stationed for the night, Commander Screen report to the T.G.C., information to the Task Group, the station assignment of all screening vessels and pickets.

4. DAILY AVAILABILITY OF AIRCRAFT AND AIRCREWS

A report of the following items will be sent to the Task Group Commander daily after conclusion of day air operations.

- ABLE: Number of aircraft on board by type, not including planes damaged beyond repair.
- BAKER: Number of aircraft by type available to fly following dawn.
- CHARLIE: Number of pilots and aircrews by type on board in combat status.

-
5. SPECIAL BOMBARDMENT REPORT
(a) This report will be furnished as soon after any bombardment of shore objectives as practicable and should not be in despatch form.
(b) The report should include target bombardment charts showing the areas shelled.
(c) General data requested includes time of bombardment, ammunition expended, results, if observed, and general comments.
6. RESCUE MISSION REPORT to be made immediately:
(a) By VOS Rescue Teams on proper voice frequency.
(b) By RCAPS, Team CAPS or rescue destroyer cover planes on proper voice frequency.
(c) Amplified reports on success or failure to be made by visual signal.
(1) By DD on return to formation.
(2) By parent ship of VOS Teams or VF cover on landing of planes.
(3) Parent ship of RCAP will report on rescues effected by submarine, rescues not yet effected on the relief of the RCAP and rescue requests not receipted for by the submarine.
7. INTERCEPTION REPORT
Will be made by despatch by carriers immediately after each interception to amplify fighter director and TBS reports and by ships whose guns have fired on enemy planes.
8. STATUS OF DELIVERY REPORT
Destroyers engaged in such missions as mail deliveries or personnel transfers keep the Task Group Commander and ConScreen informed of any delays and of completion of duty assigned.
9. STATUS OF FUELING REPORT
(a) Carriers report to Task Group Commander estimated time of completion of fueling and additional time required to fill to capacity with aviation gasoline as soon as practicable after commencement of fueling.
(b) Battleships and Cruisers report estimated time of completion to OTC of Task Group as soon as practicable after commencing.
10. DETACHED MISSION REPORT
After completing an independent mission, the senior officer of ships on such mission should report results achieved immediately upon arriving within TBS range and amplify the report by visual upon rejoining.
11. AIR OPERATIONS REPORTS
(a) Carriers will report by flaghoist when spotted and ready for launching.

11. AIR OPERATIONS REPORTS (Cont'd)

(b) Immediately after conclusion of a launch, a report of number and type of planes launched, flight designation and mission will be sent by carriers to Task Group Commander by despatch. A despatch will also be sent immediately after recovery of planes indicating that fact by flight designation. If all planes of a flight have been recovered, only that statement need be made; but where planes have failed to return to parent carrier, the despatch will indicate such facts as are known concerning non-recovered planes including names and ranks or rates of the pilot and crew and conditions pertinent as regards rescue. These despatches will be sent in plain language for each flight.

12. WAR DIARIES

Copies of war Diaries are desired by the Task Group Commander from each carrier and from the Unit Commanders.

13. FLASH SEARCH REPORT

A report by despatch covering the following items will be made for each search sector immediately upon recovery of search planes.

- (a) Date of search.
- (b) Time.
- (c) Sector searched or search flown.
- (d) Distance covered.
- (e) Percentage covered.
- (f) Weather conditions observed.
- (g) Sightings.

14. REFRESHMENT REQUISITIONS

(a) Replenishment requisitions from carriers, battleships and cruisers will be picked up for delivery to the T.G.C. flagship prior to entering port. As much advance information as possible as to time of pick-up will be given. Requisitions will be securely wrapped and marked in separate envelopes as follows:

- 1. Aviation
- 2. GSK
- 3. Clothing and Small Stores
- 4. Ships store Stock
- 5. Provisions
- 6. Ship borne Radio Radar.

(b) Requisitions will be arranged by classes. Items which are considered to be of an urgent nature will be listed in a memorandum to the Staff Supply Officer giving nomenclature, Requisition and item number in order that they may be brought to the attention of the replenishing activity. Each ship will include in the same memorandum the following information:

- 1. Number of empty gas cylinders to be turned in.
- 2. Weight of outgoing freight.
- 3. Number of office machines requiring repair.

PART III

PHOTOGRAPH HANDLING INSTRUCTIONS OF FIRSTCAR TFI - 1A AS SUPPLEMENTED BY TGC

FirstCar
TFI-1A

5321 SELECTED SETS

- (a) Selected sets will include stereo coverage of all targets, damage assessment photos, and photos of shipping. Photographs confirming statements in photographic intelligence reports are to be included.
- (b) A selected set is required for each of the following: The Task Group Commander, CTF 58 and ComFIFTHFleet.

5322 TITLING OF PHOTOGRAPHS

Negatives must be titled accurately. Each airfield will be titled separately and not included with others in a composite name. Shipping at sea will be located by latitude and longitude. Mapping runs will be designated as such, and the first and last exposure numbers listed for each run on the roll. Exact altitude and times of photography must be recorded by pilots while over the target and not given as mean estimates after landing aboard.

5323-24 PROCESSING AND DELIVERY

- (a) All negatives plus one complete set of prints from K-17, K-18 and F-56 negatives and a selected set of prints from K-20 and K-25 negatives will be addressed to COM PHOTO GROUP TWO at GUAM.
- (b) Negatives and prints for each addressee will be packaged separately. Labeling on the outside of the packages will clearly indicate contents, sender and addressee. All packages of photographs and negatives will be accompanied by a forwarding memorandum or letter telling from, to and via whom the package is being sent. Forwarding memoranda will list all sorties included, date, and locality of coverage. One copy will be enclosed within the package and the original and a copy will be enclosed in an envelope attached to the package.
- (c) One copy of a first phase photo interpretation report and one copy of a plot of each sortie included will also be enclosed within each package.
- (d) A destroyer will call at all carriers at dawn on the days following strikes to pick up the packages of photographs taken the preceding day. All photographs will be delivered to the Task Group Commander who will deliver to other addressees at a convenient time.

5352 PUBLIC RELATIONS PICTURES

Ships will deliver public relations pictures addressed to CinCPac - CinCPOA (Advance Hdqts.) to the T.G.C. at times specified by despatch. Mark the package "Press Pictures."

TOP SECRET

ANNEX HOW
REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

PART III

PHOTOGRAPH HANDLING INSTRUCTIONS OF FIRSTCAR TFI - 1A AS SUPPLEMENTED BY TGC

FirstCar
TFI-1A

5321 SELECTED SETS

- (a) Selected sets will include stereo coverage of all targets, damage assessment photos, and photos of shipping. Photographs confirming statements in photographic intelligence reports are to be included.
- (b) A selected set is required for each of the following: The Task Group Commander, CTF 58 and ComFIFTHFleet.

5322 TITLING OF PHOTOGRAPHS

Negatives must be titled accurately. Each airfield will be titled separately and not included with others in a composite name. Shipping at sea will be located by latitude and longitude. Mapping runs will be designated as such, and the first and last exposure numbers listed for each run on the roll. Exact altitude and times of photography must be recorded by pilots while over the target and not given as mean estimates after landing aboard.

5323-24 PROCESSING AND DELIVERY

- (a) All negatives plus one complete set of prints from K-17, K-18 and F-56 negatives and a selected set of prints from K-20 and K-25 negatives will be addressed to COM PHOTO GROUP TWO at GUAM.
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PART IV

SPECIAL PHOTOGRAPH HANDLING INSTRUCTIONS NOT COVERED BY FIRSTCAR TFI - 1A

1. The Task Group Commander desires two (2) prints each of the 10 to 20 best photographs taken by each carrier during each Action Report period. Since these prints are desired for the Task Group Commander's Action Report, they should be forwarded directly to him and not as a part of the ship's action report. The types of photographs desired are as follows:
 - (a) Burning and destroyed aircraft.
 - (b) Damage to ships.
 - (c) Damage to important installations, runways, hangars, fuel and ammunition dumps, guns, important buildings, etc.
 - (d) Action near the formation.
 - (e) General views of targets visited for the first time, airfields, harbors, etc.
 - (f) Other pictures of particular interest.
2. When photographs are furnished with the original of the ship's Action Report, separate copies of such prints must be enclosed with each copy of the Action Report.
3. In the event of day bombardment or surface action, one complete set of "before and after" prints will be selected and furnished by each carrier covering the surface units to each of the following: The Commander of the Bombardment or Attack Group, CTF 58, ComFIFTHFleet and the T.G.C.

AWARDS

1. Recommendations for awards will be submitted in accordance with ComFIRSTCAR Task Force Serial Letter No. 234 dated 5 February 1945. The Task Group Commander desires to receive recommendations for awards 24 hours before entering port. Prompt submission of recommendations for awards is considered of paramount importance to morale.
2. Recommendations for Purple Hearts will be addressed separately to Commander Carrier Division FIVE and will conform to the form set forth in ComFIRSTCAR TF Letter Serial 234. Citations submitted will be drawn for the signature of Commander Carrier Division FIVE.
3. In absence of specific construction of SecNav Letter of 18 December 1944, Patrols including RAFCAP, CAP, SCOCAP, SMASP, JACKS and ASP will not be considered "Flights" unless action with the enemy takes place during the patrol or unless shipping is attacked. TCAPS and RCAPS, Team CAPS and VOS Team Missions in a Target Area shall be considered "Flights." Strikes and sweeps which do not reach their objectives due to weather or which jettison bombs or rockets and do not attack will not be considered "Flights." Night Fighter sorties between strike days in a target area will be considered "Flights." On non-strike days outside the target area, Night Fighter sorties will not be considered "Flights" unless interceptions are made and guns are fired on enemy planes.

SECRET

ANNEX HOW
REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

AWARDS (Cont'd)

4. Recommendations for Awards are to be assembled by each ship and forwarded as enclosures to a single basic letter from that ship for each type of award. Thus a ship submitting recommendations for deceased individuals for any award, recommendations for Letters of Commendation and recommendations for awards which ComFIRST Car TF is authorized to make will submit three basic letters with all recommendations grouped as enclosures, i.e., One Letter to SecNav, One Letter to ComFIFTHFleet and One Letter to ComFIRST Car TF, all through the Chain of Command.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieut., USNR,
Flag Secretary.

TOP SECRET

ANNEX ITEM

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

INTELLIGENCE

GENERAL

1. The most recent information concerning enemy targets, dispositions and defenses is set forth in Annex F to ComFIRSTCarTaskForce OpOrder 2-45 and in the publications referenced in that Annex. Additional information will be forwarded to all units when available.

ESTIMATE OF ENEMY FORCES

NAVAL

2. It is estimated that at the beginning of this operation the Enemy will have the following naval force available in the Empire: 4 BB, 2 CV, 2 XCV-BB, 1 XCV, 2 CVL, 1 CVE, 4 CA, 3 CL, 20 DD and 45 SS. (It is possible that three additional CVE's have recently become operational.) This force is believed to be concentrated in Western HONSHU and having spent several months repairing the damage sustained in October may today be ready and willing to sally forth in another attempt to defend the vanishing Empire.
3. Supplementing the enemy's naval striking force is a group of picket boats patrolling the Southern and Eastern approaches to the Empire. These vessels appear to be stationed on an East - West line at 30 or 31 degrees North Latitude and a North - South line at 133 degrees East Longitude.

AIRCRAFT

4. The enemy is believed to have the following number of aircraft available in HONSHU, KYUSHU, NANSEI SHOTO and FORMOSA: 1340 VF, 385 VB, 685 VB(M), 65 VP, 425 VP/F-VSO, Total: 2900. It is estimated that the largest concentration of enemy aircraft is in KYUSHU with perhaps 25% of the above total based there.
5. Definite information on searches flown regularly from the Empire is not available, and it must therefore be assumed that enemy search planes will be encountered at any time when our forces are within 700 miles of HONSHU or KYUSHU. The enemy may use various types of aircraft on these patrols: Flying boats, seaplanes, medium bombers, reconnaissance planes, torpedo and dive bombers and even fighters.

MINED AREAS

6. The attention of all units is called to CinCPOA, serial0001009 of 21 November 1944 and the corrections thereto contained in CinCPOA Top Secret memorandum to the distribution list of 24 November 1944, CinCPOA serial 00044 of 10 January 1945, and CinCPOA serial 000195 of 3 February 1945. Pilots should be briefed with regard to mined areas over which they may fly and warned to avoid those areas so far as possible unless on a mine reconnaissance mission. Rescue of downed personnel in restricted areas may be impossible.

CTG 58.1
OpPlan 2-45

ANNEX ITEM - 1
INTELLIGENCE

TOP SECRET

ANNEX ITEM

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FRIENDLY FORCES

SURFACE

7. Information concerning movements of friendly vessels in the areas in which this force will operate may be found in ComFIFTHFleet OpPlan 1-45 and ComFIRST CarTaskForce OpOrder 2-45 and will be supplemented by despatches.

FRIENDLY AIRCRAFT

8. This force may expect to encounter long range patrol planes (PBM, PBY, PB2Y, PB4Y, PB4Y-2) and B-29's as well as all types of carrier planes and seaplanes. Attention is called to the presence of the PB4Y-2's or Privateers and the B-29's which will be flying patrols and strikes day and night in close proximity to the force. Also note that certain units of the Fleet are now equipped with the new SC, the Curtiss Sea Hawk, which should not be taken for the Jap's Rex, Norm or Rufe.
9. A plan of searches now flown by patrol planes from SAIPAN, TINIAN, ULITHI, IWO JIMA, LUZON and LEYTE is set forth in Enclosure ONE to this Annex. Additional information regarding friendly searches, patrols and strikes will be furnished as available.

FRIENDLY SUBMARINES AND ATTACK RESTRICTIONS

10. Information concerning the movement of Friendly submarines will be furnished by CinCPOA, CinCSIPA, CTF 17 and CTF 71 by despatch.
11. The attention of all units is called to Paragraphs 3 through 9 of CinCPOA SOP-1 which set forth the attack restrictions in Havens, Submarine Patrol Zones, Air Surface Zones, Joint Zones, and Blind Bombing Zones.
12. The following pertinent CinCPOA Zone Notices which reclassify operating areas established by Addendum Six to SOP-1 are quoted herewith for information:

"CINCPOA ZONE NOTICE 97 X ADDENDUM 6 TO SOP 1 WILL BECOME EFFECTIVE AT 1500 GCT 8 FEB X HOLDERS ENTER THE FOLLOWING CHANGES: (1) ADD HAVENS ESTABLISHED BY NOTICES 74 AND 94 X (2) ENTER NEW AREAS AND CORRECT EXISTING AREAS IN ACCORDANCE WITH NOTICES 78 AND 83 X (3) ENTER CHANGES FROM NOTICE 91 AND 92 X (4) SHOW NEW AREA DESTROY AS AIR SURFACE ZONE X LEGJOINT AS SUBMARINE PATROL ZONE AND AREAS DELETE AND DECAMP WEST OF A LINE FROM 21 N 118 E TO CAPE BOJEADOR (18-31 N 120-35 E) X AS AIR SURFACE ZONE X ALL OTHER AREAS POA ARE HEREBY CLASSIFIED AS SHOWN ON ADDENDUM 6 X (5) CORRECT ZONES IN SIPA TO CONFORM TO NOTICE 96 X ADDENDUM 3 TO SOP 1 AS MODIFIED BY NOTICES 56 X 62 X 91 AND 93 REMAIN EFFECTIVE AND IS THE ONLY ADDENDUM NEEDED BY SHIPS OPERATING EAST OF 156 DEGS EAST X PARA X ALL ZONE NOTICES NOT MENTIONED HEREIN HAVE BEEN CANCELLED OR SUPERSEDED X DESTROY ADDENDUM 5 BY BURNING XXXXX"

FRIENDLY SUBMARINES AND ATTACK RESTRICTIONS (Cont'd)

12. (Cont'd) "CINCPOA ZONE NOTICE 101 X THE SUBMARINE HAVEN AT MAJURO IS HEREBY RECLASSIFIED AS AN AIR SURFACE ZONE X PARA X NOTICES OF GENERAL DISTRIBUTION ARE 97, 100, AND 101 X NOTICES 98 AND 99 HAD LIMITED DISTRIBUTION AND WILL SOON EXPIRE XXXXX"

"CINCPOA ZONE NOTICE 102 X HOLDERS OF ADDENDUM 6 NOTE QUOTATION MARKS CONVOY COLLEGE QUOTATION MARKS NOW CONSISTS OF AREAS LEGJOINT, CHEEKBONE, DESTROY, DETECT, DELETE, DEFER, DETAIN AND DECAMP X PARA X WITH CONCURRENCE ON CINCSWPA ALL CONVOY COLLEGE IS NOW RECLASSIFIED AS SUBMARINE PATROL ZONE EXCEPT THAT PART WITHIN 10 MILES OF LUZON COAST WHICH IS AN AIR SURFACE ZONE X PARA X EFFECTIVE ALPOA NOTICES ARE 97, 100, 101 AND 102 XXXXX"

"CINCPOA ZONE NOTICE 103 X CANCEL NOTICE NUMBER 100 X CINCSWPA HAS ANNOUNCED THAT EFFECTIVE 0001 GCT 19 FEBRUARY THE JOINT LANE FROM POINT MIN NEAR BRISBANE, WHICH FIRST APPEARS ON ADDENDUM 6 AT POINT GIN (23-15 S 156-05 E), TO POINT DUCH (05-00 N 119-35 E) AND THE JOINT LANE FROM POINT QUID (01-30 S 136-30 E) TO POINT TENT (00-55 N 136-31 E) ARE CANCELLED X THERE ARE FURTHER CHANGES ON AREA CLASSIFICATION WEST OF THE PHILIPPINES AND NEW GUINEA WHICH WILL NOT BE REPEATED SINCE THEY DO NOT EFFECT POA FORCES X POA UNITS REQUIRED TO OPERATE IN SWPA OBTAIN LATEST CINCSWPA OPERATIONS INSTRUCTIONS AND EFFECTIVE NOTICES AT FIRST PORT OF CALL IN SWPA X EFFECTIVE ZONE NOTICES TO ALPOA ARE 97, 101, 102, AND 103 XXXXX"

"CINCPOA ZONE NOTICE 104 X EFFECTIVE 1 MARCH A HAVEN IS ESTABLISHED NORTH OF SAIPAN IN FLEET OPERATING AREAS VICTOR-1 AND VICTOR-2 NORTH OF 15-30 N X THAT IS IN AREA BOUNDED BY LINES JOINING THE FOLLOWING POINTS NORTH LATITUDE AND EAST LONGITUDE 15-30, 145-45, 15-30, 146-10, 16-25, 146-43, 16-25, 146-20 EXCEPT FOR A SEMICIRCLE OF 6 MILES RADIUS AT MEDINILLA ISLAND 16-01 NORTH 146-05 EAST XXXXX"

"CINCPOA ZONE NOTICE 107 X FOR HOLDERS OF ADDENDUM 6 X EFFECTIVE IMMEDIATELY AND UNTIL FURTHER NOTICE X STABLE AND PANTRY ARE AIR SURFACE ZONES X WINDPIPE IS A JOINT ZONE X PARA X EFFECTIVE NOTICES ARE 97 AND 101 TO 107 INCLUSIVE XXXXX"

13. All pilots must be conscientiously briefed before each flight as to the location of the various kinds of operating zones over which they may pass and the restrictions imposed in each. On strike days pilots must know the location of rescue submarines not only in the immediate area of their attack but in adjacent areas over which they may fly.

REPORTS

14. The success of this operation will depend very largely upon the early and efficient submission of reports to higher echelons. Pilots must be briefed to be alert and to report accurately all pertinent information regarding enemy strength, positions and movements. While in no way deviating from their primary mission of striking, pilots and crewmen should by careful observation endeavor to supplement the present inadequate information concerning targets and defenses in areas over which they may fly.

TOP SECRET

ANNEX ITEM

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

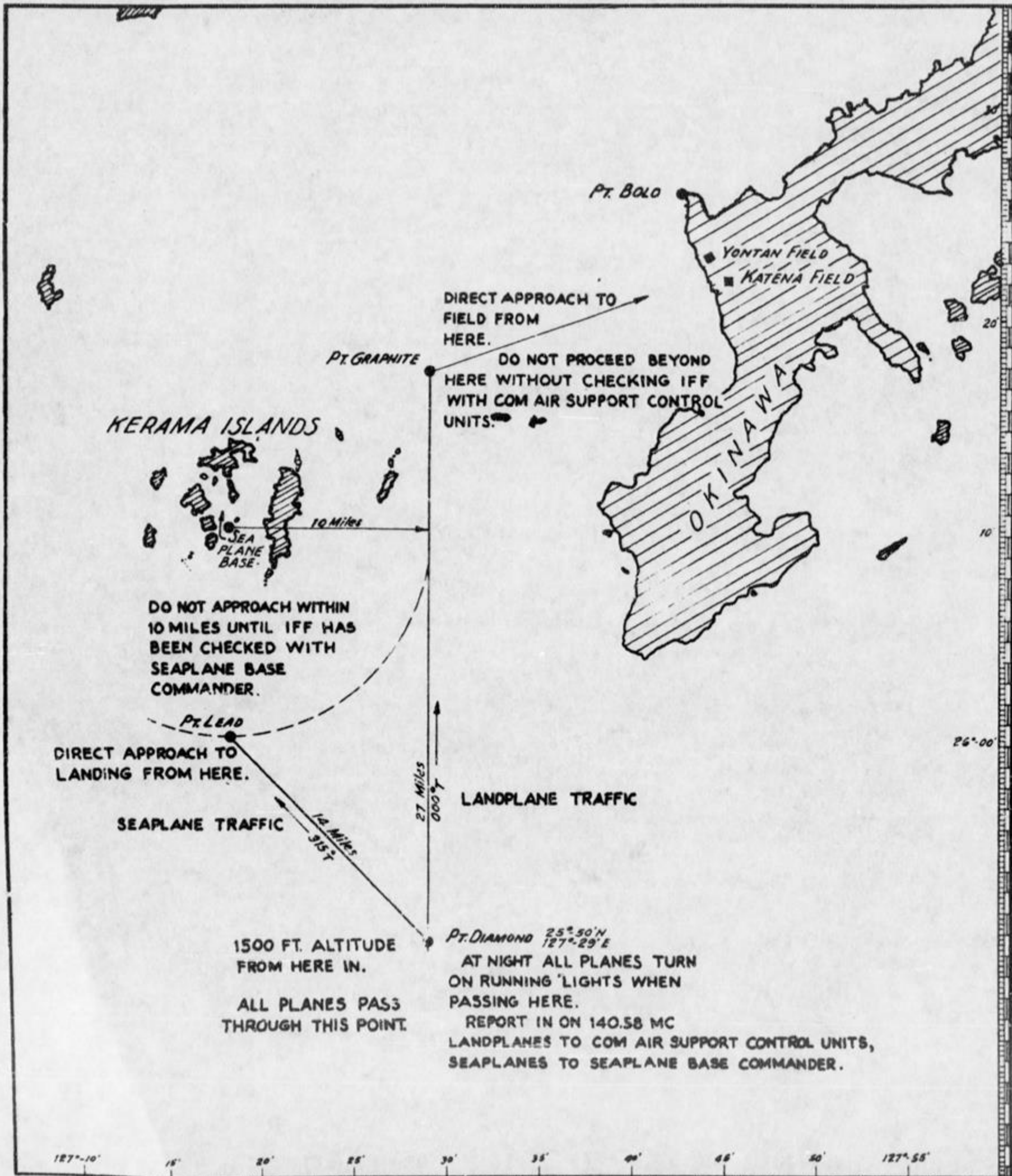
REPORTS (Cont'd)

15. ACI Officers are encouraged to file ACA-1 Supplementary Reports.
16. Every effort should be made to obtain information as to types of Flak fire used and approximate location of guns and automatic weapons.
17. Effort should be made to classify Flak as to:
 - (a) Altitudes encountered.
 - (b) Type, (Barrage, Predicted Concentration, Continuously Pointed).
 - (c) Cloud cover in reference to location of bursts or tracers.
 - (d) Accuracy or inaccuracy within the Moderate, Medium and Intense classification in ACA-1 reports.
18. Any and all new Flak information will be of great value for future operations particularly in reference to heavy gun and automatic weapon locations.
19. Flak information should be included in Flash Reports where available.
20. Accurate maps should be kept of reported AA positions divided into heavy and automatic types. ACI Officers shall screen reports of these locations and coordinate them on one map to be sent to the Task Group Commander after each strike day by any scheduled destroyer mail trip.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

APPROACH TO OKINAWA FOR TRANSIENT PLANES

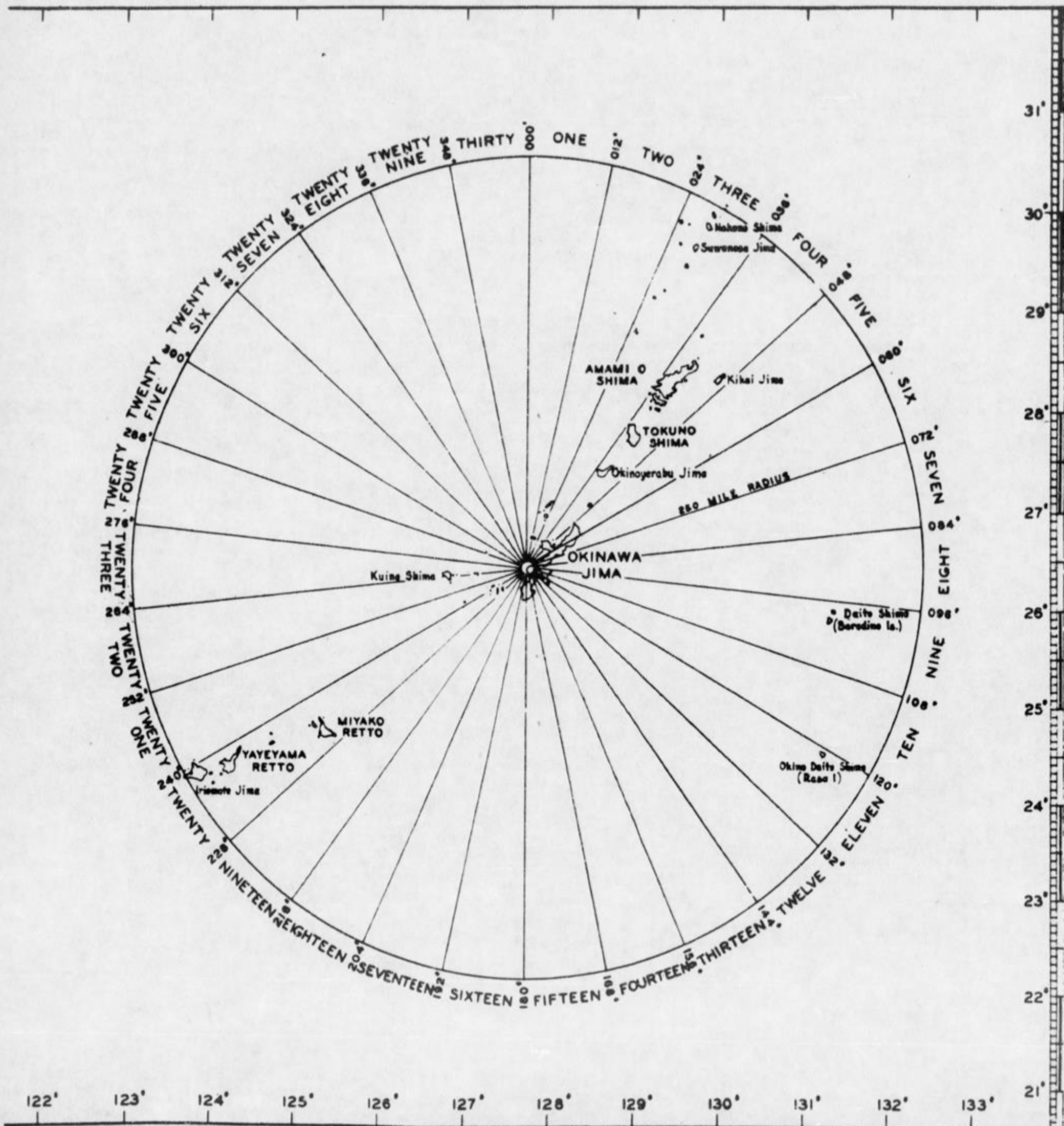


Enclosure (C), To Appendix (IV), To Annex (H);
To Com Phibs Pac, OP PLAN No. A1-45

CVE SEARCHES FROM OKINAWA

When operating within three hundred miles of OKINAWA during the LOVE operation all units should be informed of the following carrier based searches which may be flown from OKINAWA:

1. Tactical search at OKINAWA will be by CVE based aircraft in accordance with the following plan. Searches will be made only when ordered by Commander Joint Expeditionary Force, or prior to LOVE Day by Commander Amphibious Support Force.
2. Sectors are 12 degrees wide, and extend for a distance of 250 miles from OKINAWA. Sector designations run from ONE to THIRTY as shown on Sketch (1). For a given search those sectors required to be covered will be specified in the search order.
3. Sectors will be covered by flying true geographical track as shown in Sketch (2). (Note that points: WILLIAM, XRAY, YOKE and ZEBRA, apply to each sector). Each search group will proceed from its launching position to its point WILLIAM which lies on a 50 mile circle from OKINAWA, (points BOLO). From there the search group will proceed on the sector median for 65 miles to reach point XRAY. At point XRAY, a 6 degree left turn will be made and a distance of 125 miles flown to its point YOKE. At point YOKE an 84 degree right turn will be made and a distance of 24 miles flown to its point ZEBRA. From point ZEBRA the search group will return to point XRAY. After passing point XRAY the search group will proceed directly to its carrier.
4. The normal search group will consist of one TBM and two FM aircraft. Carrier group commanders are authorized to vary the composition of a group as they deem necessary, but shall inform Commander Joint Expeditionary Force of the changes made.
5. TBM aircraft will not normally carry a bomb load on these searches.
6. Communications between search groups and parent carrier will be on the Task Force search channel as specified in CentComTWO (Annex ABLE, paragraph BAKER One). If interference is encountered, the carrier group commander may direct a change of frequency but will inform the Commander Joint Expeditionary Force and the OTC as to such change. The parent carrier will relay contact reports received from the search groups to Commander Joint Expeditionary Force and the OTC, and will also broadcast these contact reports on the Task Force Commander's frequency. (See ComFIFTH Fleet OpPlan 1-45 Annex L).



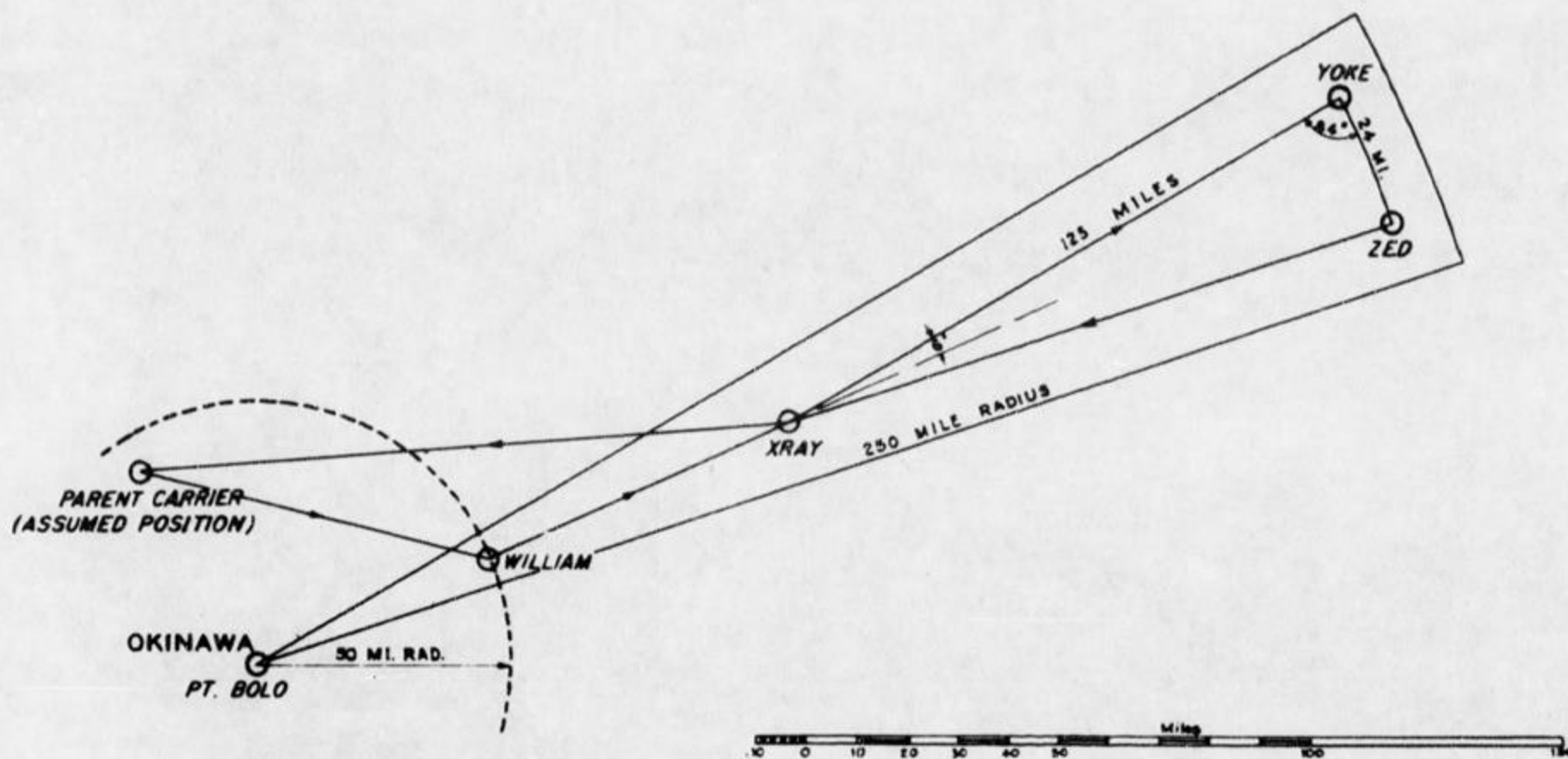
SKETCH 1

Enclosure (A), To Appendix (VIII), To Annex (H),
 To Com Phibs Pac, OP PLAN A1-45

CTG 58.1
 OpPlan 2-45

ENCLOSURE FIVE TO ANNEX ITEM-2
 LOVE

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Sketch-2.

Enclosure (B), To Appendix (VIII), To Annex (H),
 To Com Phibs Pac, CP PLAN No. A1-45

CTG 58.1
 OpPlan 2-45

ENCLOSURE FIVE TO ANNEX ITEM-3
 LOVE

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TOP SECRET

ENCLOSURE SIX TO ANNEX ITEM

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

POW CAMPS AT KYUSHU

Pilots should be briefed on the presence of the following POW Camps on KYUSHU and should in so far as possible avoid attacking these areas.

	<u>NAME</u>	<u>LOCATION</u>
1.	AINOURA	33°11' N.; 129°40' E.
2.	BEPPU	33°17' N.; 131°30' E.
3.	KOKURA or KOGURA	33°53' N.; 130°53' E.
4.	KUMAMOTO	32°48' N.; 130°42' E.
5.	KURUME	33°19' N.; 130°30' E.
6.	MOJI	33°56' N.; 130°57' E.
7.	NAGASAKI #221	32°45' N.; 129°53' E.
8.	OMUTA	33°01' N.; 130°26' E.
9.	ONGA	33°49' N.; 130°43' E.
10.	SAKURAJIMA (SAKURASHIMA)	31°34' N.; 130°26' E.
11.	SASEBO	33°11' N.; 129°43' E.
12.	TOMITA-MACHI	32°03' N.; 131°27' E.
13.	YAWATA	33°52' N.; 130°49' E.

See CinCPac - CinCPOA Bulletin No. 36-45 on Prisoner of War Camps.

TOP SECRET

ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.
FIGHTING INSTRUCTIONS

1. General

- (a) All units will be prepared for action at all times. Weapons must be maintained in the highest state of readiness and condition that weather and sea permit.
- (b) Routine manning of battle stations or testing of the alarm systems should always be preceded by an announcement over the loudspeaker system. Sounding of General Quarters without prior announcement should signify an emergency or imminent action.
- (c) Temporary changes of course or speed are authorized for individual ships to increase effectiveness of fire or to avoid enemy attacks. Ships will regain stations promptly.
- (d) Do not endanger our own ships by promiscuous gunfire. Gun batteries must be kept under positive and instant control.
- (e) Emergency maneuvers will be ordered by TBS. All ships must be alert to follow the motions of the flagship in case of communication failure. Voice codes such as shackle codes will not be used for emergency transmissions.

(f) Damaged Ship

- 1. If a ship is severely damaged and requires towing, the Cruiser Unit Commander on order of the T.G.C. will designate a cruiser to take the disabled ship in tow.
- 2. Commander Screen will designate four destroyers to stand by and screen the disabled ship.
- 3. The Task Group Commander will divert part of the airborne patrol to remain over the damaged ship until a special ASP can be launched.
- 4. Towing assistance will be arranged by the Task Force Commander if the situation permits.
- 5. As soon as practicable, a damaged ship will inform the Task Group Commander, information Task Force Commander, as to **its** maneuverability, speed **and** ability to continue operations and will submit brief version of attack procedure employed by the enemy. An amplifying report will be made at a later time.

2. Air Attacks

- (a) When an unidentified plane(s) approaches within 25 miles of the formation, the Task Group Commander will alert the Task Group. When an unidentified plane(s) is detected at a range greater than 25 miles, on a closing course and is subsequently lost from the radar screen, the Task Group will be alerted after sufficient time has elapsed for the bogey to close within 25 miles of the disposition. Doctrine for Heavy AA Batteries of this Task Group is set forth in Enclosure Three to this Annex.

- (b) DAY - Disposition 5-VD and speeds up to 25 knots may be ordered by signal. Maneuvering of the formation by signal will be ordered to present the minimum target to attacking aircraft and to provide maximum fire power. Individual ships may maneuver to avoid torpedoes but they are expected to regain station promptly and avoid endangering other ships. Against coordinated daylight attacks by enemy planes, the primary targets of the supporting units are the torpedo planes and asthead bombers, and the primary targets of the carriers are the dive bombers. Fire shall be opened as soon as possible using partial radar control and continuous fire.
- (c) NIGHT - When night air attack is imminent, the Task Group will form 5-VN on signal. Maximum boiler power will normally be required on signal. Commander Screen will be prepared to assign DD picket down the path of moon or in the direction of the probable attack.

3. Submarine Attacks.

- (a) A destroyer making sound contact on a possible submarine shall after initiating an attack, inform the Task Group Commander via TBS giving:
1. His voice call.
 2. Station number or picket station.
 3. True bearing of contact from DD. (and state that the bearing is true).
 4. Range of contact from DD.
 5. Evaluation of contact.
- Example:
- "This is CLEOPATRA in station 4. Attacking attack on sound contact 315 degrees true, distant 600 yards. Contact believed to be sub."
- (b) Linking vessels, pickets or screening vessels nearest to adjacent task group(s) will be alert to relay information.
- (c) The Task Group will normally be maneuvered by emergency TBS to bring the contact astern. I. the daytime, individual ships closer than 6000 yards to the contact are authorized to head toward the contact if torpedoes have been fired. Individual ships should maneuver independently at any time to avoid torpedoes having due regard for safety of adjacent ships.
- (d) Restrictions on attacks when in: (See Annex Item for effective zones)
1. HAVENS - Do not attack.
 2. SUBMARINE PATROL ZONES - Do not attack unless enemy identity has been established beyond the possibility of doubt. Destroyers make challenge on sound gear every 5 minutes while in a PATROL ZONE. Even though submarine is established as enemy, all depth charges must be set at 150 feet or less.
 3. AIR SURFACE ZONE - Attack immediately. There are no restrictions on attack unless a submarine notice has established a moving HAVEN.

(d) (cont'd)

4. JOINT ZONES - Attack immediately any submarine within torpedo range of heavy ships unless identified as friendly. Depth charges will be set at 150 feet or less. Contacts outside of torpedo range of heavy ships must be definitely identified as enemy before attacking. ED's make sound challenges every 5 minutes while in a JOINT ZONE.
5. BLIND BOMBING ZONE - Attack immediately. There are no restrictions on attack unless a moving HEVEN has been established by a submarine notice.

4. Major Surface Action by Task Group 58.1 Operating Independently.

If the Task Group is required to engage in a major surface action without support of other forces, the following will apply: Commander Task Unit 58.1.5 (Rear Admiral SHAFROTH) will form the Support Unit when directed by Commander Task Group 58.1. The carriers plus SAN JUAN will form in column in normal order, HORNET, BENNINGTON, WASP, BELLEAU WOOD and SAN JUAN without signal, following motions of the flagship, and with the assigned screen retire in the direction away from the enemy. The enemy will then be engaged in accordance with the directives contained in Enclosures One and Two. If necessary to avoid or delay action due to own inferior strength, the Task Group's retirement will be accomplished toward the nearest friendly forces.

5. Minor Enemy Surface Force Encountered by Task Group 58.1 Operating Independently.

The destruction of minor enemy surface forces or crippled ships will normally be accomplished by one or more destroyers to be detached as directed by the Task Group Commander.

6. Major Fleet Action

Follow Battle Plan as set forth in Annex "J" of ComFIFTH Fleet Operation Plan 1-45.

7. Fast Striking Group

In the event the Fast Striking Group (TG 58.7) is formed, DesDiv 50 will be directed to report to CTG 58.8 for duty with TG 58.7 of which group TG 58.8 is a unit.

AUTHENTICATED

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR
Flag Secretary.

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

CCD5/A4-3(1)
Serial 0005

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

TOP SECRET

MAJOR SURFACE ACTION PLAN 2-45.
(Task Group 58.1 only)

ULITHI, CAROLINE ISLANDS,
10 March 1945.

TASK ORGANIZATION

(a) Task Unit 58.1.4 - Carrier Unit - Rear Admiral J. J. CLARK.

Task Unit 58.1.41 - Carriers

HORNET (FF)

WASP (F)

- Rear Admiral T.L. SPRAGUE

3 CV

BENNINGTON

BELLEAU WOOD

1 CVL

Task Unit 58.1.42 - Cruiser - Captain C. H. DALL

SAN JUAN (F)

1 CL(AA)

Task Unit 58.1.43 - Carrier Screen - Captain J. H. CARTER

DESRON 61

(Captain T. H. HEDERMAN)

DESDIV 121

DESDIV 122

DEHAVEN (SF)

S. H. MOORE (F) 9 DD

MANSFIELD

BLUE

L. K. STENSON

BRUSH

COLLETT

TRUSSARD

MADDOX

(b) Task Unit 58.1.5 - Support Unit - Rear Admiral J. E. SLAFROTH, Jr.

Task Unit 58.1.51 - Battle Line

BATDIV 8 (less ALABAMA)

MASSACHUSETTS (F)

2 BB

INDIANA

Task Unit 58.1.52 - Battle Line Screen - Captain J. T. LUDEWIG

DESRON 25

DESDIV 49 (less LITTLE and HARRISON)

3 DD

JOHN RODGERS (SF)

McKE

MURRAY (FD)

Task Unit 58.1.53 - Light Forces - Rear Admiral F. E. M. WHITING

CRUDIV 14 (less HOUSTON)

VINCENNES (F)

MIAMI

3 CL

VICKSBURG

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-1
MAJOR SURFACE ACTION PLAN 2-45

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TOP SECRET

ENCLOSURE ONE TO ANNEX JIG
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

Task Unit 58.1.54 - Capt. H. C. PARISH (Cmdr. W. C. WINN)
DESDIV 50 (plus HARRISON)
SIGSEEE (F)
SCHROEDER
DASHIELL
HARRISON

4 DD

1. Information as contained in my Operation Plan 2-45, Commander FIFTH FLEET Operation Plan 1-45, Commander FIRST CARRIER TASK FORCE Operation Order 2-45 and in current dispatches.

Assumptions. That enemy surface forces are equal or inferior to own forces.

2. This force will destroy enemy surface units by gunfire, destroyer torpedo attacks and air attacks.
 3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.

(b) Support Unit engage enemy and destroy with gunfire and torpedoes.
- (x) This plan will be placed in effect by signal.
4. - - - - -
 5. Communications in accordance with ANNEX "ABLE" my Operation Plan 2-45. Commander Support Unit in MASSACHUSETTS. Commander Task Group 58.1 in HORNET.

J. J. Clark

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE,
Commander Carrier Division FIVE

AUTHENTICATED:

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieut., U.S.N.R.,
Flag Secretary.

ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

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

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

5 RS

Battle Line	0000	- MASSACHUSETTS Guide
Light Forces	8000	

5 SS 5

MASSACHUSETTS	2220	- Guide
INDIANA	2140	
VINCENNES	2290	
MIAMI	2000	
VICKSBURG	2070	
SCREEN	Circle 6	

5 VS 5

Same as 5 SS 5 except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.

5 SS 6

MASSACHUSETTS	2210	- Guide
INDIANA	2150	
VINCENNES	2270	
MIAMI	2330	
VICKSBURG	2030	
BIRMINGHAM	2090	
SCREEN	Circle 6	

5 VS 6

Same as 5 SS 6 except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.

5 NS

BatDiv EIGHT	1.5270	- MASSACHUSETTS Guide
Cruisers	1.5090	
Screen	Circle 6	

CTG 58.1
OpPlan 2-45

APPENDIX I
ENCLOSURE TWO TO ANNEX JIG-3
COMBATDIV EIGHT OPERATION ORDER 2-45

ENCLOSURE TWO TO ANNEX "JIG TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

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

OPERATION ORDER
ComBatDiv 8 No. 2-45

TASK ORGANIZATION

UNITED STATES PACIFIC FLEET
TASK GROUP FIFTY-EIGHT POINT ONE
COMMANDER TASK UNIT FIFTY-EIGHT POINT
ONE POINT FIVE
COMMANDER BATTLESHIP DIVISION EIGHT
U.S.S. MASSACHUSETTS, Flagship.

ULITHI
10 March 1945.

58.1.5 - Support Unit - Rear Admiral J.F. SHAFROTH, U.S.N.

- (a) 58.1.51 Battle Line - Rear Admiral J.F. Shafroth, U.S.N.
BatDiv EIGHT less ALABAMA
MASSACHUSETTS (F), INDIANA 2BB
- 58.1.52 Battle Line Screen - Captain J.W. Ludewig, U.S.N.
DesDiv FORTY NINE less LITTLE and HARRISON
JOHN RODGERS (SF), McKEE, MURRAY (FD) 3DD
- (b) 58.1.53 Light Forces - Rear Admiral F.E.M. Whiting, U.S.N.
58.1.54 Cruisers - Rear Admiral F.E.M. Whiting, U.S.N.
CruDiv FOURTEEN less HOUSTON
VINCENNES (F), MIAMI, VICKSBURG 3CL
- 58.1.55 Light Forces Screen - Captain H.O. Parish, U.S.N.
DesDiv FIFTY plus HARRISON (Comdr.W.C. Winn)
SIGSBEE (F), DASHIELL,
SCHROEDER, HARRISON 4DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.
2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.
3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.
- (x) (1) Engagements will be fought in accordance Battle Plan 1L3 USF10A unless otherwise directed.
(2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45

ENCLOSURE TWO TO ANNEX JIG - 1
COMBATDIV EIGHT OPERATION ORDER 2-45.

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ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

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

OPERATION ORDER
ComBatDiv 8 No. 2-45

(3) When this order is placed in effect, heavy ships will clear task group disposition independently and form on MASSACHUSETTS guide. Cruising disposition as set forth in Appendix I, this order.

(4) This order will be placed in effect by despatch.

4. -----

5. (a) Communications in accordance with CentCom TWO, and Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45. Be prepared to shift to Task Unit Common - 487Kcs. (CW).

(b) Use Zone Zebra time in accordance with paragraph 1130 of CentCom TWO.

(c) Commander Task Unit FIFTY-EIGHT POINT ONE POINT FIVE in MASSACHUSETTS.

J. F. Shafroth

J.F. SHAFROTH,
Rear Admiral, U. S. Navy,
Commander Task Unit FIFTY-EIGHT POINT ONE POINT FIVE,
Commander Battleship Division EIGHT.

APPENDIX I - Cruising dispositions.

TOP SECRET

ENCLOSURE THREE TO ANNEX JIG
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

HEAVY ANTI-AIRCRAFT DOCTRINE

The following is promulgated as the Heavy Anti-Aircraft Doctrine for Task Group FIFTY-EIGHT POINT ONE.

HEAVY AA DOCTRINE

I. DAY - HIGH VISIBILITY

(a) BB's, CL's, CL(AA)'s, CV's, and DD's of Screen.

Take Under Fire:

- (1) Any plane recognized as enemy. Do not wait for orders from higher authority.
- (2) Any unidentified plane approaching the disposition from a bearing other than the correct approach bearing when the range has closed to 12,000 yards, except for planes within 1,000 feet of the assigned altitude of the high altitude CAP. Special effort must be made to identify before opening fire on planes approaching from incorrect bearing.
- (3) Any unidentified plane within 12,000 yard range making a radical descent in altitude and closing the disposition.
- (4) Any unidentified plane diving on own ship or disposition regardless of the correct approach bearing of the plane.

CAUTION:

- (1) Avoid firing in such a manner as to endanger own ships. This applies especially to low flying planes in or near the disposition.
- (2) Since the CV's are inside the disposition, great care must be exercised on their part in the use of 5" weapons. Because of the danger to other ships, normally CV's should shoot their 5" only at diving attacks or high altitude planes, and they should exercise due caution when firing automatic weapons.

(b) Pickets.

Take Under Fire:

- (1) Any plane definitely established as enemy.
- (2) Any plane taken under fire by the disposition which can not be recognized as friendly by picket.
- (3) Any plane making a threatening approach on the picket.

TOP SECRET

ENCLOSURE THREE TO ANNEX JIG
HEAVY ANTI-AIRCRAFT DOCTRINE

VI. FIRE CONTROL RADAR SEARCHES (Cont'd)

- (3) Pickets search through a sector from adjacent picket on one side to adjacent picket on other side or to a tangent to the task group screen if an adjacent picket is not stationed.
 - (4) Channel "R" VHF will normally be used for traffic concerning AA defense. In making reports give call of ship reporting, true bearing, range and altitude of plane.
- (b) The above searches are not intended to restrict the bearings on which a ship may fire, however in case of multiple targets the primary target will be enemy planes approaching in the assigned sector.

I. DAY - HIGH VISIBILITY (Cont'd)

(c) Exception.

- (1) Ships other than strike pickets take under fire bogies on correct approach bearings at Angels greater than 4 but not within 1,000 feet of altitude of High Altitude CAP.

II. DAY - LOW VISIBILITY - FRIENDLY PLANES AIRBORNE

(a) BB's, CL's, CL(AA)'s, CV's, DD's, and Pickets.

Take Under Fire:

- (1) Planes definitely identified as enemy provided fire will not endanger own ships.
- (2) Any plane making threatening approach on your own ship unless fire would endanger other ships of the formation.
- (3) Any bogey ordered to be placed under fire by TGC.

III. DAY - LOW VISIBILITY - NO FRIENDLY PLANES AIRBORNE

(a) Same as for Night Air Attack Doctrine in FIRSTCar TFI-1A Paragraph 2135.

IV. NIGHT

(a) Same as FIRSTCar TFI-1A Paragraph 2135.

V. VISIBILITY

(a) If there exists any doubt as to the visibility condition in effect, request clarification from the TGC.

VI. FIRE CONTROL RADAR SEARCHES

(a) When AA batteries are in Condition One and in special instances on direction from the TGC.

- (1) CV's and BB's search 360° with AA Fire Control Radars. Use 30° antennae elevation with Lobing "on". Main Battery directors may be used for low altitude search.
- (2) Other types except pickets search through a sector of 180°; 90° on each side of the bearing line from the disposition center with 20° antennae elevation and Lobing "on". Main battery directors of cruisers may be used for low altitude search.

TRAINING EXERCISES

Training exercises will be conducted after sortie on LOVE minus EIGHTEEN in accordance with the following schedule. Movements will be directed by signal. All times ITEM.

- 1000 TG 58.1 less units of TF 59 sortie.
- 1030 All ships of TG 58.1 check communications on VHF 142.02 mcs.
- 1100 Launch Flight 1A and Patrol 1.
CV's launch 16 VF, 6 VB and 6 VT.
BELLEAU WOOD launch 8 VF and 6 VT.
WASP also launch Patrol 1 (8 VF CAP and 4 VT ASP).
Loading: VF - One rocket and one 100# W. F.
VB - Two 100# W. F. bombs
VT - Two 100# W. F. bombs
WASP and BENNINGTON have sleds streamed by 1330.
Patrol 1 take station 15 miles ahead of formation and keep clear of AA firing.
- 1120 Form column on signal. Order from van to rear, HORNET, BENNINGTON, WASP, BELLEAU WOOD, SAN JUAN.
- 1135-1300 Conduct Drone AA firing exercise.
Use procedure of PacFlt Notice 9CN-44 except voice call for OCP will be CHARLIE PETER ONE instead of CHARLIE PETER and primary communication will be VHF 142.02 mcs. Standby 3505 kcs voice. The standby frequency will not be used unless specifically directed by T.G.C. HORNET controlling ship. Fire 5" only. Do not use VT fuzes. Cease firing when range has closed to 3000 yards.
- 1300-1330 Form cruising disposition 5-R on signal.
- 1330-1400 Simulated attacks on Task Group by Flight 1A. HORNET coordinate. CAP intercept. Expend one rocket or bomb on first attack and repeat attack as soon as practicable.
- 1400-1415 Launch Flight 1B and Patrol 2.
Same as Flight 1A except BENNINGTON launch Patrol 2.
Loading same as Flight 1A.
Patrol take station 15 miles ahead of formation during AA firing.
- 1415-1500 Recover Flight 1A, Patrol 1 and replacement aircraft.
- 1500-1515 Form column on signal.
- 1515-1630 Surprise Sleeve AA Firing. Six shore based tow planes will make various types of approaches on the Task Group. Sleeves may be fired upon by any ship having a clear range. Ships guard 142.74 mcs. as primary communication with tow planes. Standby 142.02 mcs. TGC will control. Voice call BULL DURHAM. Tractor voice calls: TRACTOR ABLE, TRACTOR BAKER, TRACTOR CHARLIE, TRACTOR DOG, TRACTOR EASY and TRACTOR FOX.

TRAINING EXERCISES(Cont'd)

- 1630-1645 Form Cruising disposition 5-R on signal.
- 1645-1715 Flight 1B simulate attack on Task Group. BENNINGTON coordinate. Same instructions as Flight 1A.
- 1715 Each CV launch 4 VF(N).
- 1720 Recover Flight 1B and Patrol 2.
- 1900 BENNINGTON land VF(N).
- 1930 WASP land VF(N).
- 2000 HORNET land VF(N).

SORTIE PLUS ONE DAY

- 0520 Launch Flight 1A and Patrol #1. HORNET and BENNINGTON each launch 16 VF, 6 VB and 4 VT, also 2 VT Tow Planes. WASP launch 16 VF and 6 VB, also Patrol #1 (8 VF, CAP and 4 VT ASP). BELLEAU WOOD launch 8 VF and 3 VT. Loading: VF two rockets or one rocket and one 100# W.F. bomb.
VB two 100# W.F. bombs.
VT two 100# W.F. bombs.
WASP and BENNINGTON each stream sled by 0800.
- 0545-0600 Form Column on signal.
- 0600-0730 AA Sleeve Gunnery - BENNINGTON provide two tractors for screen - HUMDRUM 1 control. HORNET provide two tractors for heavy ships. BULL DURHAM control. ComScreen inform BENNINGTON type runs desired. HORNET tractors start making How type runs for 5 inch and automatic weapons, sleeve altitude 1500 feet, as soon as sleeves are streamed. Make approaches together. First run over leading two heavy ships from portside. Any ship that can safely fire may do so. Second run from starboard over same two ships. After making run over van ships from each side shift down the column. Communications 142.02 mcs.
- 0730-0745 Form Cruising Disposition 5-R on signal.
- 0800-0830 Flight 1A attack sled. HORNET coordinate attack. Only one bomb or rocket will be expended on first attack. As soon as first attack is completed, rendezvous and deliver second attack.
- 0830-0845 Launch Flight 1B and Patrol #2. WASP and HORNET launch 20 VF, 9 VB and 9 VT. WASP also launch 8 VF CAP for BB group. Communications VHF 142.02 mcs. HORNET also launch 8 VF CAP for CA-CL group. Communications VHF 142.74 mcs. BENNINGTON launch 20 VF, 9 VB and 5 VT, also Patrol #2 (8 VF CAP and 4 VT ASP). BELLEAU WOOD launch 12 VF and 5 VT and 1 VT tow plane. WASP launch 1 VT tow plane.

- 0830-0845 Loading: VF - One rocket or one 100# G.P. bomb with .01 fuse.
(Cont'd) VB & VT - One 100# G.P. bomb with .01 fuse.
CAP for BB and CA-CL groups proceed directly to their station.
BENNINGTON coordinate strike. Deliver simulated attack on both groups.
All heavy ships will tow sleds or spars. After bomb and rocket attack
make simulated low level and strafing attacks.
- 0845-0930 Land Flight 1A and Patrol #1.
- 0930-0945 Form Column on signal.
- 0945-1130 AA Sleeve Gunnery - WASP tractors make George type runs for heavy ships.
BELLEAU WOOD tractor make runs for screen as directed by ComScreen
(HUMDRUM 1). Communications 142.02 mcs.
- 1130-1145 Form Cruising Disposition 5-R on signal.
- 1145-1200 Launch Flight 1C and Patrol #3. CV's launch 16 VF; 6 VB and 6 VT.
BELLEAU WOOD launch Patrol #3 (8VF CAP and 4 VT ASP).
Loading same as Flight 1B.
- 1200-1245 Land Flight 1B and Patrol #2.
- 1245-1300 Form column on signal. ComScreen assign 3 DD's to take station in
column astern of SAN JUAN for firing at balloons on water.
- 1300-1345 Surface firing for carriers SAN JUAN and 3 DD's. DD's of bent line
screen drop bunches of three weighted balloons filled with air at five
minute intervals. If yellow or red paint is available, paint the
balloons to make them more visible. DD's selected to drop balloons
should be stationed so balloons will pass ships of the firing column
about 2000-3000 yards abeam. Ships use local control pointer fire.
Fire when range is clear.
- 1345-1400 Form Cruising Disposition 5-R. The DD's other than tailback rejoining
screen keep well clear of carriers and towed sled.
- 1400-1430 Flight 1C attack sled. Same instructions as Flight 1A except only one
attack. WASP coordinate.
- 1430-1445 Launch Flight 1D and Patrol #4. WASP and BENNINGTON launch 16 VF; 6 VB
and 6 VT. HORNET launch 16 VF; 6 VB and Patrol #4 (8 VF CAP and 4 VT
ASP). BELLEAU WOOD launch 8 VF and 4 VT. Loading same as Flight 1B.
- 1445-1530 Land Flight 1C and Patrol #3.
ComScreen station three DD's astern of disposition for surface firing
on completion of recovery.
- 1530-1615 WASP and BENNINGTON drop weighted bunches of balloons at 5 minute inter-
vals. DD's astern of disposition conduct local control pointer fire
using balloons as targets.

TOP SECRET

ANNEX KING

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

TRAINING EXERCISES (Cont'd)

1630-1700 Flight 1D attack sled. Same instructions as Flight 1C. BELLEAU WOOD coordinate.

1715-1745 Land Flight 1D and Patrol #4.

AUTHENTICATED

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieut., USNR,
Flag Secretary.

TOP SECRET

ANNEX LOVE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

PUBLIC RELATIONS

1. Attention is invited to PacFlt Letter 48L-44 which provides for the appointment by all ships of a Public Relations officer to carry out the duties outlined therein.
2. All ships will advise the T.G.C. at the earliest practicable time of the names and affiliations of any accredited press, radio or photographic correspondents assigned.
3. Unless otherwise directed, material originated by the representatives mentioned in paragraph 2 above will be delivered to the T.G.C. for further delivery to the proper addressees.
4. Ships and squadrons will render every assistance consistent with operational ability to accredited representatives of the press.
5. Attention is invited to provisions of Annex K, to ComFIFTH Fleet OpPlan 1-45. For emphasis paragraph 13 is repeated as follows:

"13. Commanders, through their intelligence officers and public relations officers, will keep correspondents assigned to them abreast of the current situation. In view of the fact that all material is censored by qualified CinCPOA censors before release, a liberal attitude in this connection is desired. Only under these circumstances can a correspondent present a clear and accurate picture of the action."
6. Every effort should be made by ship's Public Relations officers to provide newsworthy items in narrative form upon completion of action against the enemy.
7. Public Relations photographs and pictures provided for in paragraph 5325 of FIRSTCar TFI-1A shall be obtained, selected and delivered to the T.G.C. for forwarding to CinCPac-CinCPOA as provided in Annex HOW to this plan.
8. Action Reports of each ship should cover Public Relations activities of the subject ship.

AUTHENTICATED:

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

CTG 58.1
OpPlan 2-45

ANNEX LOVE-1
PUBLIC RELATIONS

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CCD5/A4-3(1)
Serial 0028

UNITED STATES PACIFIC FLEET
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship.

SECRET

15 March 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE
To : Holders of CTG 58.1 Operation Plan 2-45.
Subject: Change No. 1 to CTG 58.1 Operation Plan 2-45.

1. The following changes, deletions and additions to CTG 58.1 Operation Plan 2-45 are effective upon receipt.

ANNEX ABLE

- 2200 (e) Change the third item from 8410 CW to 4295 Series "HICOM FOX".
- 2217 (c) Change second sentence to read:
"In addition all ARC One sets shall include Channel Jig 128.70 and Channel Victor 142.56 and shall have Channel Queen as the guard channel."
- 2217 (d) Anti-Sub Patrol - Use Channel "A" VHF, not Channel "Q".
- 2540 Pending revision of Aircraft Calls and Sector Numbers follow Task Force Instructions except that the call of parent carrier will be used in every case. The only exception is the Target Coordinator or Flight Coordinator who will use the collective call of the Task Group preceded by the designation of the strike or sweep.

For example:

BAKER DOUGLAS (For Strike or Sweep BAKER)
EASY DOUGLAS (For Strike or Sweep EASY)

The Strike Leader from each ship will use the call of the parent carrier.

BAKER ARAB
EASY FIDO

ANNEX BAKER

2 (c) Acceleration Rate

Delete sub-paragraphs 1, 2, and 3 and substitute the following:

1.

NORMAL ACCELERATION

Time
(Min) : 0: $\frac{1}{2}$: $1\frac{1}{4}$: 2: $3\frac{1}{2}$: $5\frac{1}{2}$: $8\frac{1}{2}$: $12\frac{1}{4}$: 18: $27\frac{1}{2}$: 40: 45 :
Knots : 0: 5: 10: 12: 15: 18: 21: 24 : 27: 30 : 33: 33.8:

CTG 58.1
OpPlan 2-45

Change ONE

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SECRET

Subject: Change No. 1 to CTG 58.1 Operation Plan 2-45.

ANNEX BAKER (Cont'd)

2. DECELERATION

Time
(Min) : 0 : 2½:8½:13:16½:18 ¾:20¼:21:21 ¾:22:22½:23:
Knots :33.8:33:30:27:24 :21 :18 :15:12 :10: 5 : 0;

3. Emergency Acceleration is at the rate of one-half of the times shown for normal acceleration.

ANNEX EASY

6. Change "sunset" to "sunrise".

Enclosure ONE

Under planes required for Task Force SNASP change 6 VF to 4 VF throughout.

Add following new footnote 6:

"Since Station #4 is not occupied and DOUGLAS occupies Station #2, use same pattern as shown for Station #3 in TFI-1A, diagram 3-D."

ENCLOSURE SEVEN

Change Target Assignments as follows:

Strike 1 CHARLIE - WASP hit KANOYA, BENNINGTON hit KANOYA EAST.

Strike DOG - WASP hit KANOYA, BENNINGTON hit KANOYA EAST.

Strike FOX - BELLEAU WOOD be prepared to join BENNINGTON strike.

ENCLOSURE EIGHT

Change Target Assignments as follows:

Strike 1 CHARLIE - BELLEAU WOOD hit KUSHIRA, BENNINGTON and WASP exchange targets.

Strike EASY - BENNINGTON hit KAGOSHIMA, BELLEAU WOOD hit MYAKONOJO.

Strike GEORGE - BENNINGTON take KANOYA EAST, WASP hit KUSHIRA and KAGOSHIMA.

CCD5/M4-3(1)
Serial 0028

SECRET

Subject: Change No. 1 to CTG 58.1 Operation Plan 2-45.

ANNEX EASY (Cont'd)

ENCLOSURE NINE

1. Delete from paragraph 1:

WAKIMOTO, ICHIKI, TAKAYAMA and SHIKINE

5. Add new paragraph 5:

"5. On LUCKY Day HORNET be prepared to launch 1 VF(P) and 3 VF escort to reconnoiter SASEBO if ordered."

NOTE: Throughout Annex EASY and Enclosures thereto change "RCAP" wherever it appears to "SUBCAP".

ANNEX FOX

Throughout Annex FOX and Enclosures thereto change "RCAP" wherever it appears to "SUBCAP".

ANNEX GEORGE

Part V Add new paragraph 3 (page 6):

"3. All ships energize BK equipment at 0800 each day for short test. Flagship will check BK equipment of destroyer pickets at this time."

ANNEX JIG

ENCLOSURE THREE (page 2)

Parts III and IV

Change Paragraph 2135 to Paragraph 2132(c).

J. J. CLARK
Rear Admiral, U.S. Navy
Commander Task Group FIFTY-EIGHT POINT ONE.

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT
Lieutenant, USNR
Flag Secretary.

CCD5/A4-3(1)
Serial 0031

SECRET

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship.

22 March 1945.

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Holders of CTG 58.1 Operation Plan 2-45.
Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

1. The following changes, deletions and additions to CTG 58.1 Operation Plan 2-45 are effective upon receipt. Change No. 2 was not addressed to or needed by all holders.

OPERATION PLAN

Substitute new page 1.

ANNEX ABLE

- 2200 Delete WASP wherever appearing.
- 2200(d) SAN JACINTO copy GUAM rebroadcast of NPM "JUMP" in lieu of NPM broadcast.
- HORNET will not intercept Submarine "PETER".
- 2200(e) BENNINGTON guard 4420 CW, 399 CW, and listen to 2642 Voice.
- BALTIMORE guard 2642 Voice.
- PITTSBURGH relieve VICKSBURG on 500 Kcs. CW.
- Delete - Airopintel - 4385 Series and substitute the following:
- | | | |
|---------------|-------|--------------------------|
| "Opintel POA" | 3885 | HORNET, BENNINGTON, |
| | 6670 | MASSACHUSETTS, VINCENNES |
| | 10995 | and BALTIMORE intercept |
| | 13735 | (ALPOA 166)" |
- 2217(d) Add following Spotting Frequencies:
- | | |
|------------|------------------|
| BALTIMORE | 3695 |
| PITTSBURGH | 6220 |
| SAN JUAN | 7425 (temporary) |
- 2217(f) Substitute SAN JACINTO for WASP in YE duty.
- Add YE Identification letter:

SAN JACINTO - JP

CTG 58.1
OpPlan 2-45

CCD5/A4-3(1)
Serial 0031

SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX ABLE (Cont'd)

ENCLOSURE ONE

Paragraph 4(g) page 3 - Delete "MONGOOSE (AARON WARD)" L-8 Day - CAP for Minesweepers and substitute "Report to TANTALUS (SHEA DM30)".

Add - "Voice calls for Air Coordinators on LOVE MINUS NINE and LOVE MINUS EIGHT Days will be 99 CIRCUS 99 DOUGLAS and 99 ARAB in that order. On LOVE MINUS SEVEN LOVE MINUS FOUR and LOVE MINUS THREE Days Air Coordinators calls will be GERONIMO ONE, TWO and THREE.

ENCLOSURE TWO

Substitute - Enclosure Two - Revision One.

ENCLOSURE THREE and FOUR - Delete

ANNEX BAKER

Page 1 Paragraph 1(b) Carriers
Substitute SAN JACINTO for WASP in Station 3.

Page 2 Paragraph 1(b)
Insert new Station Assignment for Battleships and Cruisers.

BATTLESHIPS - CRUISERS

Heavy Ship Station	Name of Ship	STATION ASSIGNMENT								
		Number of Heavy Ships								
Number		8	7	6	5	4	3	2	1	
1	:SAN JUAN	: 3000:	3000:	3000:	*	:	*	:3000:	3000:	3000
2	:MASSACHUSETTS	:4.5060:	4.5060:	4.5060:	4.5060:	4.5060:	----	----	----	----
3	:VINCENNES	:4.5095:	4.5095:	----	----	----	----	----	----	----
4	:MIAMI	: 4135:	4135:	4120:	4120:	4120:	4120:	----	----	----
5	:VICKSBURG	:4.5180:	* :	4.5180:	4.5180:	*	----	4.5180:	----	----
6	:PITTSBURGH	: 4225:	4225:	4240:	4240:	4240:	4240:	----	----	----
7	:BALTIMORE	:4.5265:	4.5265:	----	----	----	----	----	----	----
8	:INDIANA	:4.5300:	4.5300:	4.5300:	4.5300:	4.5300:	----	----	----	----

* DD's may be substituted

Change Inner Screen to read as follows:

INNER SCREEN

Twelve (12) destroyers equally spaced on Circle 6.5. If directed all DD's move out to Circle 9.

CCD5/A4-3(1)
Serial 0031

SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX BAKER (Cont'd)

Page 3 Paragraph 1 (c).

Change Inner Screen to read as follows:

INNER SCREEN

Ten (10) destroyers stationed on straight lines between the heavy ships of the screen. Two destroyers assigned stations 2.5125 and 2.5235.

Page 3 Paragraph 1 (d)

Substitute new Station Assignments for Battleships and Cruisers:

BATTLESHIPS AND CRUISERS

Heavy Ship:

Station :

Number	Name of Ship	Number of Heavy Ships Available								
		8	7	6	5	4	3	2	1	
1	:SAN JUAN	: 6000	: *	: 5000	: *	: *	: 5000	: 5000	: 5000	:
2	:MASSACHUSETTS	: 6045	: 6045	: 5060	: 5060	: 5060	: *	: *	: *	:
3	:VINCENNES	: 6090	: 6090	: ----	: ----	: ----	: ----	: ----	: ----	:
4	:ILLINOIS	: 6135	: 6135	: 5120	: 5120	: 5120	: 5120	: *	: *	:
5	:VICKSBURG	: 6180	: 6180	: 5180	: 5180	: *	: *	: 5180	: *	:
6	:PITTSBURGH	: 6225	: 6225	: 5240	: 5240	: 5240	: 5240	: *	: *	:
7	:BALTIMORE	: 6270	: 6270	: ----	: ----	: ----	: ----	: ----	: ----	:
8	:INDIANA	: 6315	: 6315	: 5300	: 5300	: 5300	: *	: *	: *	:

Notes: 1. * DD's may be substituted.

Page 4 Paragraph 1 (e)

Substitute SAN JACINTO for WASP in Carrier Station 3.

Delete "(AA)" after CL under Battleships and Cruisers.

Page 5 Paragraph 2 (d)

Delete WASP and add SAN JACINTO under BELLEAU WOOD.

ENCLOSURE ONE, TWO and THREE

Delete and substitute Enclosures ONE, TWO, and THREE, Revision ONE.

CCD5/A4-3(1)
Serial 0031

SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX CHARLIE

Paragraph 14.

Second Destroyer - Add after Flagships, "and BB's".
Third Destroyer - Delete "BB's" and substitute "CA's".
Fifth Destroyer - Add "plus all remaining destroyers".

ANNEX DOG

Page 2 Paragraph 2(c) 2.

Substitute SAN JACINTO for WASP.

Page 3 Paragraph 3(b)

Delete WASP and change BENNINGTON to two flashes.

ANNEX EASY

Page 3 Paragraph 18(c)

Change to read:

"On all strike days, the two photo planes attached to the CV Air Groups and the ones attached to the CVL's will each etc."

ENCLOSURE TEN

SAN JACINTO launch as follows:

DCAP #1	-	8 VF
1 BAKER	-	8 VF
1 CHARLIE	-	8 VF, 8 VT
1 EASY	-	8 VF
DCAP #3	-	8 VF
1 FOX	-	8 VF

At 0840 HORNET launch 99 DOUGLAS as 4 plane VF team to be AC #2.

At 1430 BENNINGTON launch 8 VF for DCAP #4.

Note 2: Add

"Flight Coordinator assignments alternate between BENNINGTON which takes Strike 1 ABLE and HORNET which takes Strike 1 BAKER.

CCD5/A4-3(1)
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SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX EASY (Cont'd)

ENCLOSURE TEN (Cont'd)

Note 3: Delete and substitute the following:

"Condition 10 duty for 8 VF 0600 - 0830 BELLEAU WOOD
0830 - 1230 HORNET
1230 - 1515 BENNINGTON
1515 - 1745 SAN JACINTO

Carriers keep 4 to 8 VF in Condition 11 at all times as practicable"

Note 6: Substitute SAN JACINTO in place of WASP.

Add following new Note:

"Note 7: Air Coordinators use standard 8x8 Air Support Gridded Charts to designate targets."

ENCLOSURE ELEVEN

2. SAN JACINTO take WASP assignment.

ENCLOSURE TWELVE

- Add new paragraph 4 under LOVE MINUS NINE DAY.
4. On LOVE MINUS NINE BENNINGTON secure photo coverage assigned to WASP in addition to the coverage already assigned BENNINGTON. BENNINGTON prepare ten copies of a Photo Interpretation Report on KERAMA RETTO and KEISE SHIMA, based on photo coverage secured during the day, to determine accurate location of new military installations. The ten copies will be delivered to the Task Group Commander at dawn on LOVE MINUS EIGHT for further delivery to CTG 51.1. BELLEAU WOOD and SAN JACINTO take damage assessment photographs.

ENCLOSURE THIRTEEN.

SAN JACINTO launch as follows:

1 ABLE	-	6 VT join with HORNET.
TCAP #2	-	12 VF
TCAP #3	-	12 VF
1 DOG	-	6 VT join with HORNET.
TCAP #5	-	12 VF
TCAP #6	-	12 VF
1 GEORGE	-	6 VT join with HORNET.

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SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX EASY (Cont'd)

ENCLOSURE THIRTEEN (Cont'd)

Make following changes to schedules of other ships:

BENNINGTON launch 8 VF on DCAP #1.
BELLEAU WOOD cancel VF on Strike 1 ABLE and 1 DOG and provide Search 1 and 2 as formerly assigned to WASP. BELLEAU WOOD VT join BENNINGTON on strikes.

At 0850 HORNET launch 99 DOUGLAS as 4 plane VF team to be AC #2.

HORNET take Flight Coordinator assignment on Strike 1 CHARLIE and BENNINGTON on Strike 1 GEORGE.

Note 2: Delete and substitute the following:

"Condition 10 for 8 VF 0530 - 0745 SAN JACINTO.
0745 - 1230 HORNET
1230 - 1700 BENNINGTON
1700 - 1745 SAN JACINTO.

Carriers keep 4 to 8 VF in Condition 11 at all times as practicable."

ENCLOSURE FOURTEEN.

2. - Substitute BELLEAU WOOD for WASP.

Add following new paragraphs:

"9. Use napalm, bombs, rockets and machine guns in saturation tactics. TFI-LA arming plan TARE recommended."

"10. Twelve plane TCAP's may be reduced to 8 VF when availability is lowered. Such reduction should be shown in operational despatches in the following manner "Launched TCAP #1 8 VF."

ANNEX FOX

Page 2 Paragraph 13 (a).

Change Channel "C" to Channel "Q".

Page 3 Paragraph 16.

Change example to read:

"Hello Dingle Dangle Sugar CAP Leader."

CTG 58.1
OpPlan 2-45

CCD5/44-3(1)
Serial 0031

SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX GEORGE

Part III Paragraph 2 (page 2)
Change WASP to SAN JACINTO.

Part III Paragraph 2 - make the following additions

AIR GUARDS

ABLE - Add BALTIMORE

BAKER - Add PITTSBURGH

FOX - Add PITTSBURGH

SURFACE GUARDS

CHARLIE - Add BALTIMORE

SURFACE TRACKING GUARD

Add PITTSBURGH delete WASP

Part IX Paragraph 2 (page 11)
Change WASP to BENNINGTON

Part XI and Part XII

Changes will be included in Change No. 4.

ANNEX HOW

Part I, Paragraph 6113(b) (page 1)
Change WASP to HORNET

ANNEX ITEM

Add new section as follows:

GENERAL

21. The attention of all units is directed to the presence of TF 57 ships and aircraft of the British Navy in the Central and Western Pacific. While all hands are concerned, pilots in particular should be thoroughly briefed on the recognition characteristics of British Warships as set forth in ONI 201 "Warships of the British Commonwealth".
22. Initially TF 57 will be made up of 2 BB's (King George V Class), 4 CV's, (Indomitable Class), 2 CA (Fiji Class), 3 CL (2 Dido, 1 Sparton Class) and 11-12 DD.

CTG 58.1
OpPlan 2-45

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Serial 0031

SECRET

Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX ITEM (Cont'd)

23. The following types of aircraft will be employed: Corsair, Hellcat, Avenger plus British Seafire, Firefly and for air sea rescue Walrus and Sea Otter.
24. Task Force 57 commencing LOVE MINUS SIX will be attacking and neutralizing SAKISHIMA GUNTO.
25. Note that some types of British destroyers resemble Japanese destroyers. Since the type of Destroyers in TF 57 is not known, all destroyers found operating independently must be identified as enemy before attacks are made.
26. Types of ships used by the British in the Train have not been disclosed but information will be disseminated when available.

ANNEX JIG

Page 3 Paragraph 4

Second sentence - delete WASP and add SAN JACINTO after BELLEAU WOOD.

ENCLOSURE ONE

Delete pages 1 and 2 and substitute pages 1 and 2 Revision ONE.

ENCLOSURE TWO

Delete page 1 and Appendix I and substitute page 1 and Appendix I Revision ONE.

J. J. CLARK
Rear Admiral, U. S. Navy
Commander Task Group FIFTY-EIGHT POINT ONE

AUTHENTICATED

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.

CTG 58.1
OpPlan 2-45

CCD5/A4-3(1)
Serial: 0005

TOP SECRET

OPERATION PLAN 2-45.

TASK ORGANIZATION

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

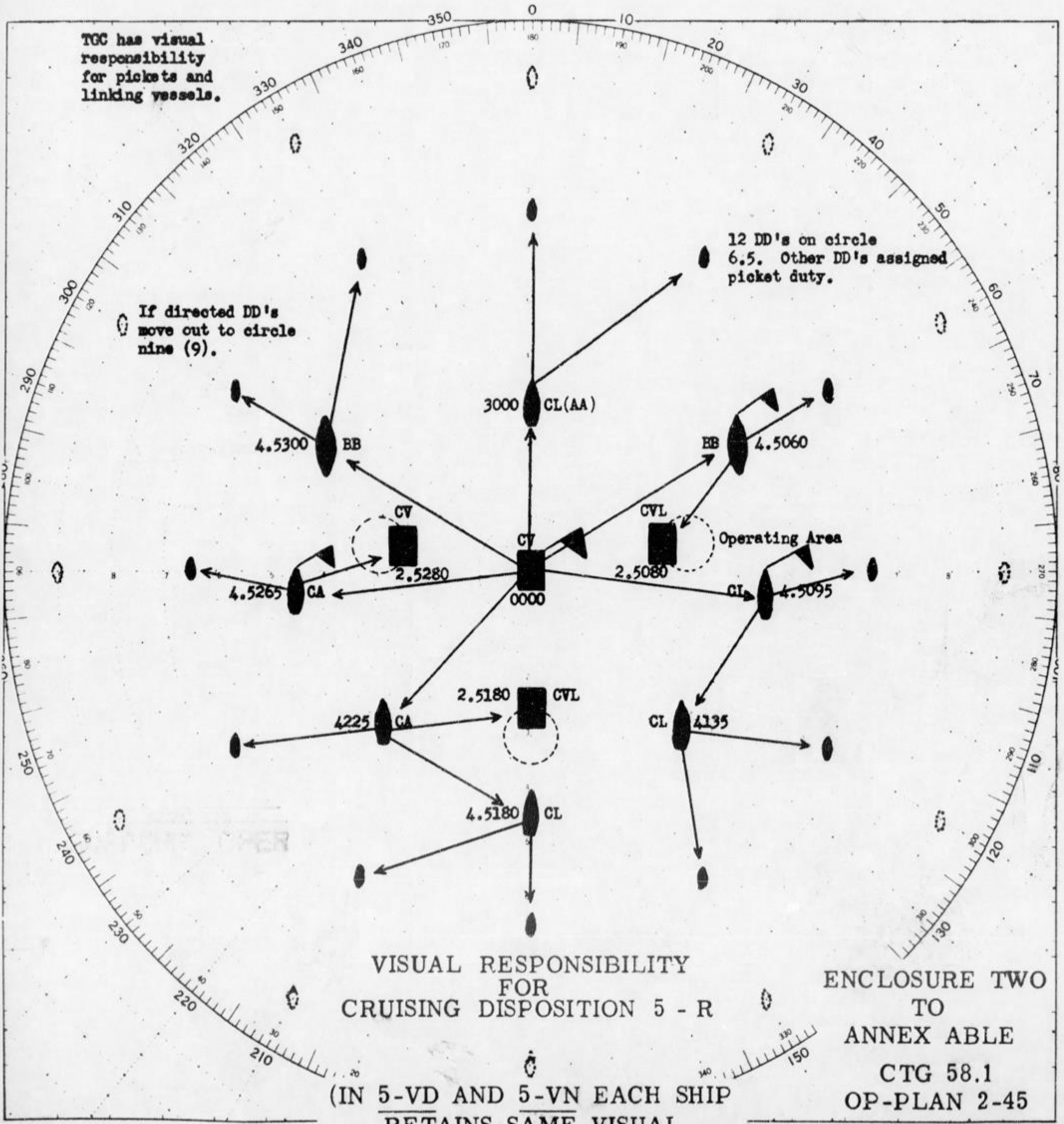
AT SEA
22 March 1945.

- (a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
BENNINGTON (F) - Rear Admiral T. L. SPRAGUE 2 CV
BELLEAU WOOD
SAN JACINTO 2 CVL
- (b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.
Task Unit 58.1.21 - Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8 (less ALABAMA)
MASSACHUSETTS (F) 2 BB
INDIANA
- Task Unit 58.1.22 - Cruisers - Rear Admiral F.E.M. WHITING
CruDiv 14 (less HOUSTON)
VINCENNES (F) 3 CL
MIAMI
VICKSBURG
- CruDiv 10 (less BOSTON, CANBERRA) - Rear Admiral L. J. WILTSE
BALTIMORE (F) 2 CA
PITTSBURGH
SAN JUAN 1 CL(AA)
- (c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERMAN
DesRon 61
DesDiv 121
DEHAVEN (SF)
MANSFIELD
LYMAN K. SWENSON
COLLETT
MADDOX
- DesDiv 122
SAMUEL N. MOORE (F) 9 DD
BLUE
BRUSH
TRUSSIG
- DesRon 25
DesDiv 49 (less STEVENS, LITTLE)
JOHN RODGERS (SF)
HARRISON
McKEE
MURRAY
- DesDiv 50 (less RINGGOLD)
SIGSBEE (F) 7 DD
SCHROEDER
DASHIELL
- DesDiv 106 (less YARNALL)
WEDDERBURN (F) 3 DD
TWINING
STOCKHAM

TGC has visual responsibility for pickets and linking vessels.

If directed DD's move out to circle nine (9).

12 DD's on circle 6.5. Other DD's assigned picket duty.

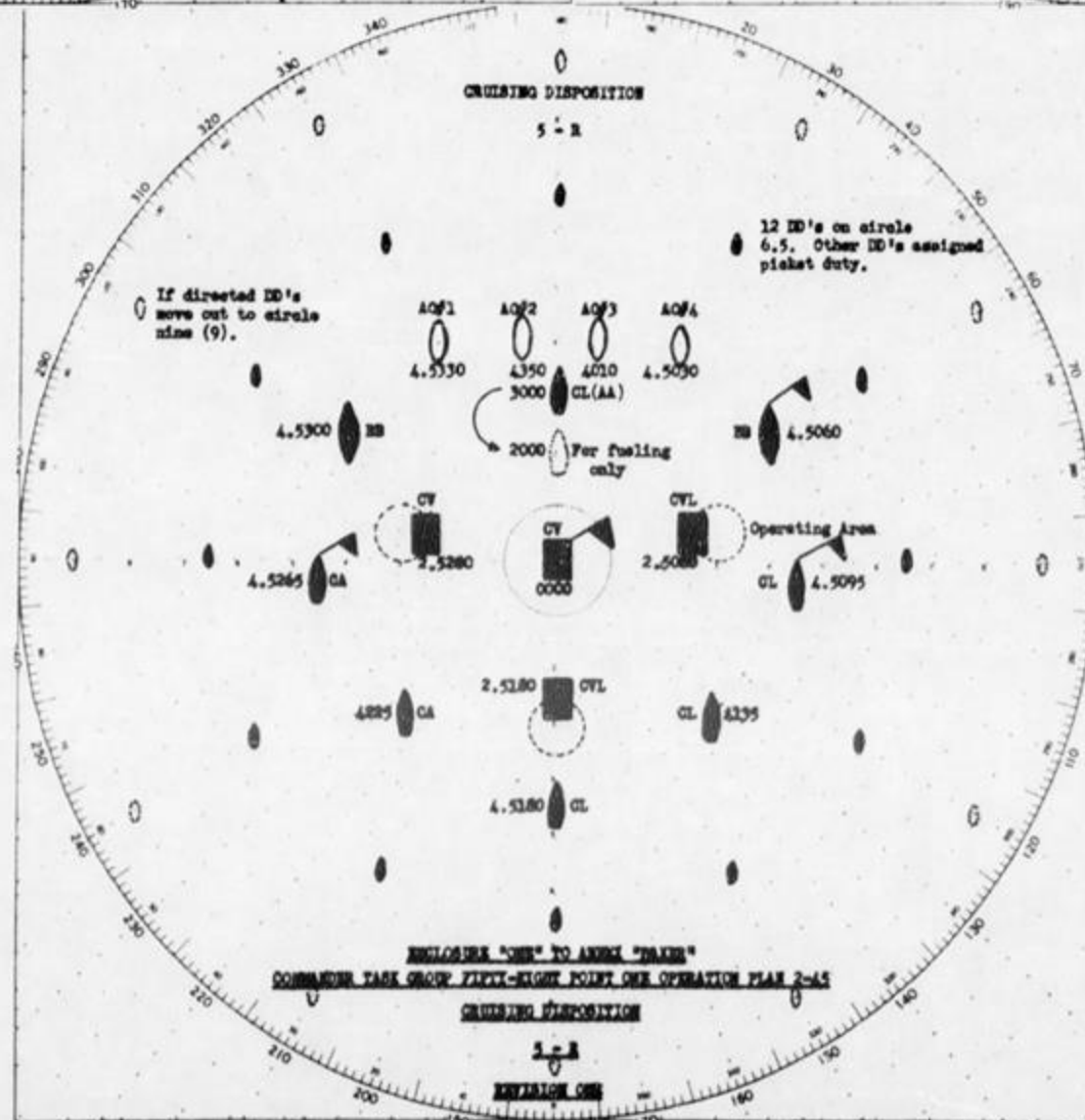
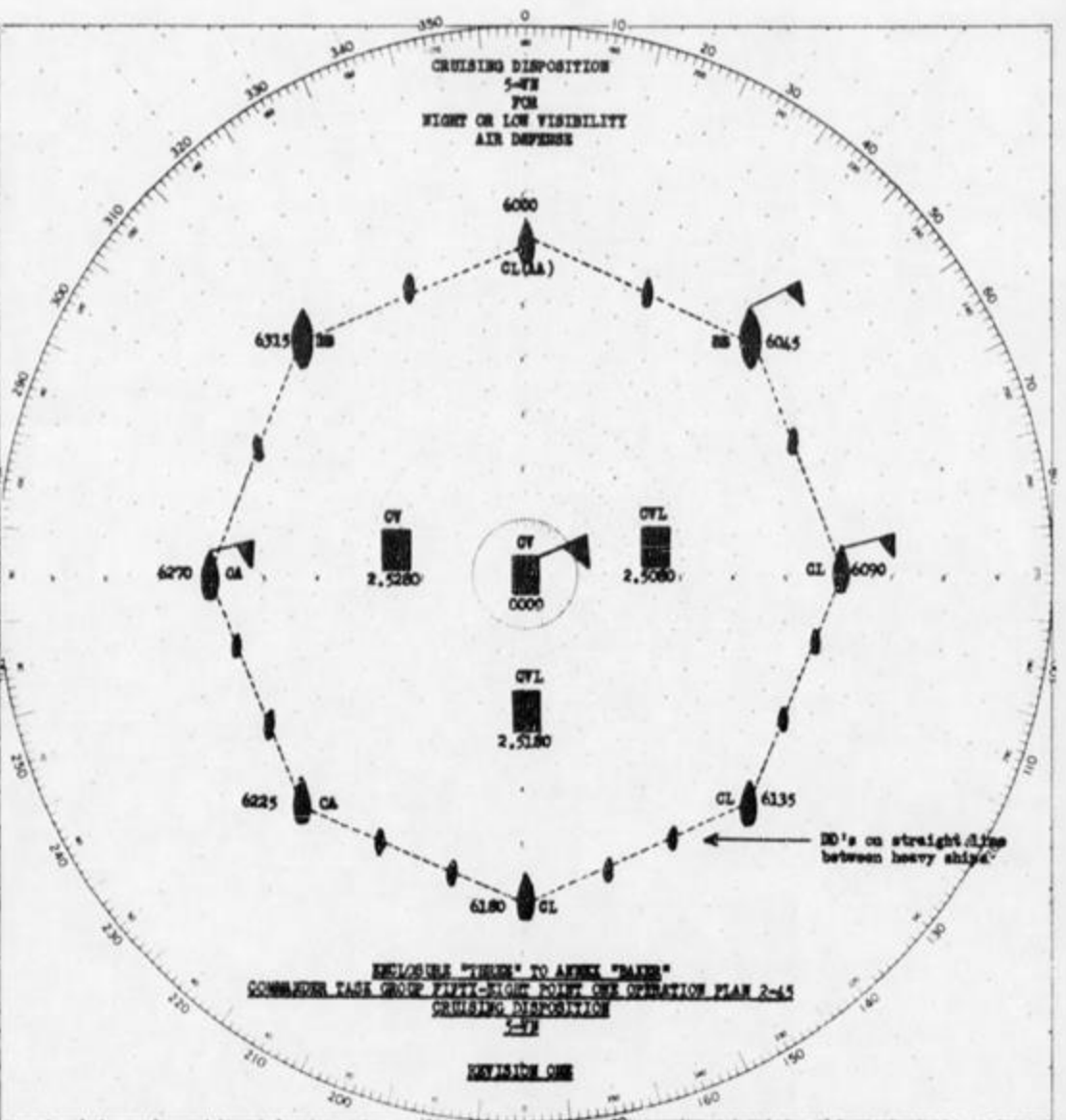
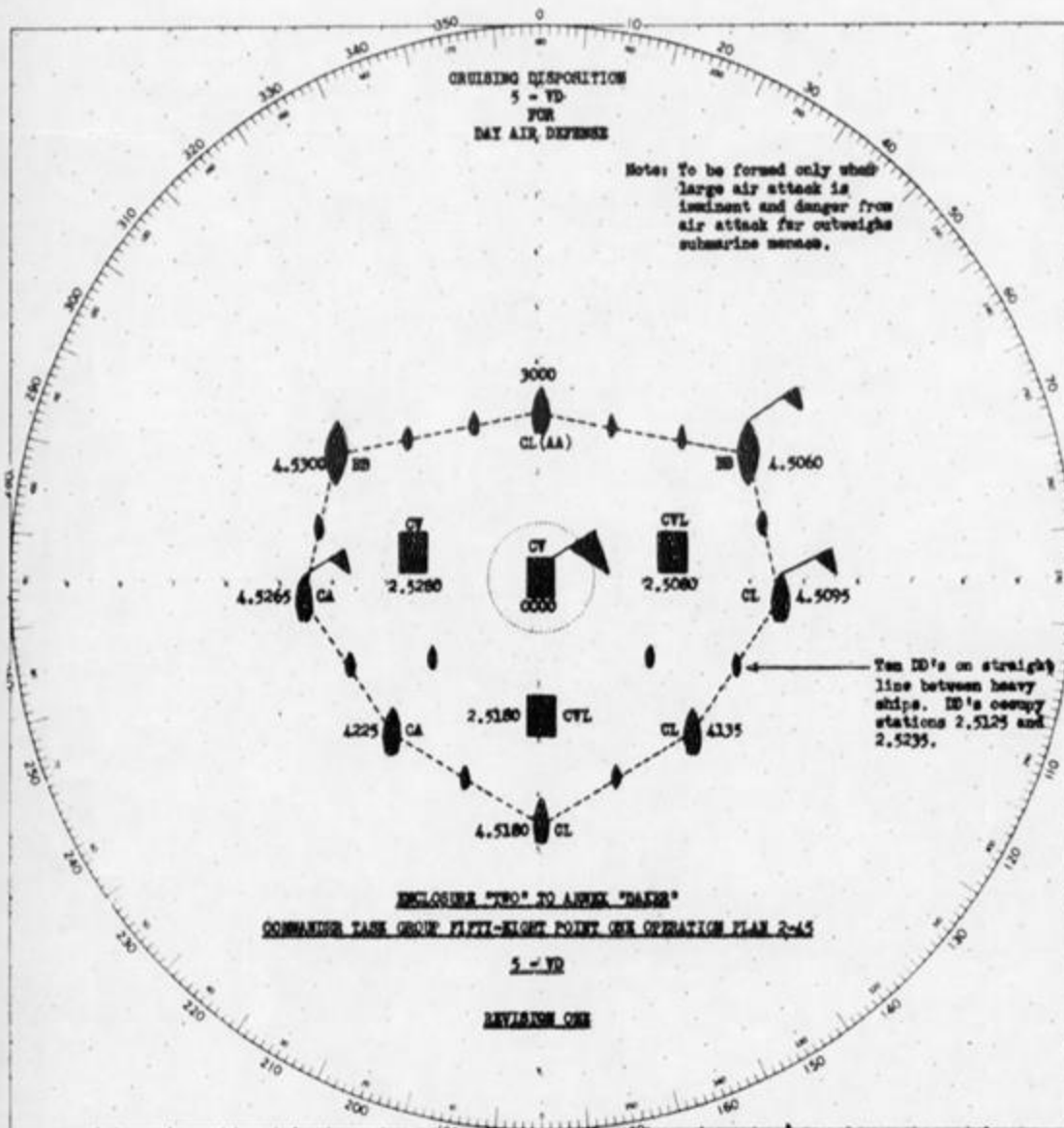


VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

(IN 5-VD AND 5-VN EACH SHIP RETAINS SAME VISUAL RESPONSIBILITY AS IN 5 - R)

ENCLOSURE TWO TO ANNEX ABLE CTG 58.1 OP-PLAN 2-45

REVISION ONE



ENCLOSURES ONE, TWO and
THREE to CTG 58.1
OP - PLAN 2-45
REVISION ONE

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

CCD5/A4-3(1)
Serial 0005

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

TOP SECRET

MAJOR SURFACE ACTION PLAN 2-45.
(Task Group 58.1 only)

AT SEA
22 March 1945.

TASK ORGANIZATION

(a) Task Unit 58.1.4 - Carrier Unit - Rear Admiral J. J. CLARK.

Task Unit 58.1.41 - Carriers

HORNET (FF)

BENNINGTON (F) - Rear Admiral T.L. SPRAGUE

2 CV

BELLEAU WOOD

SAN JACINTO

2 CVL

Task Unit 58.1.42 - Cruiser - Captain C. H. BAHM

SAN JUAN (F)

1 CL(AA)

Task Unit 58.1.43 - Carrier Screen - Captain T. H. HEDERMAN

DESRON 61

DESDIV 121

DEHAVEN (SF)

MANSFIELD

L. K. STENSON

COLLETT

MADDOX

DESDIV 122

S. N. MOORE (F)

9 DD

BLUE

BRUSH

TAUSSIG

(b) Task Unit 58.1.5 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.51 - Battle Line

BATDIV 8 (less ALABAMA)

MASSACHUSETTS (F)

INDIANA

2 BB

DESRON 25 - Battle Line Screen - Captain J. W. LUDEWIG

DESDIV 49 (less LITTLE and HARRISON)

3 DD

JOHN RODGERS (F)

McKEE

MURRAY (FD)

Task Unit 58.1.52 - Light Forces Right - Rear Admiral F. E. M. WHITING

CRUDIV 14 (less HOUSTON)

VINCENNES (F)

3 CL

MIAMI

VICKSBURG

DESDIV 50 (plus HARRISON) - Captain H. O. PARISH (Comdr. W. C. WINN)

SIGSBEE (F)

4 DD

SCHRÖEDER

DASHIELL

HARRISON

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

Task Unit 58.1.53 - Light Forces Left - Rear Admiral L. J. WILTSE
CRUDIV 10 (less BOSTON and CANBERRA)
BALTIMORE (F) 2 CA
PITTSBURGH

DES DIV 106 (less YARNALL) - Comdr. J. H. HOGG
WEDDERBURN (F) 3 DD
TWINING (FD)
STOCKHAM

1. Information as contained in my Operation Plan 2-45, Commander FIFTH FLEET Operation Plan 1-45, Commander FIRST CARRIER TASK FORCE Operation Order 2-45 and in current despatches.

Assumptions. That enemy surface forces are equal or inferior to own forces.

2. This force will destroy enemy surface units by gunfire, destroyer torpedo attacks and air attacks.
3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.
(b) Support Unit engage enemy and destroy with gunfire and torpedoes.

(x) This plan will be placed in effect by signal.

4. - - - - -

5. Communications in accordance with ANNEX "ABLE" my Operation Plan 2-45. Commander Support Unit in MASSACHUSETTS. Commander Task Group 58.1 in HORNET.

J. J. Clark

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE,
Commander Carrier Division FIVE

AUTHENTICATED:

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieut., U.S.N.R.,
Flag Secretary.

ENCLOSURE TWO TO ANNEX "JIG TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

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

OPERATION ORDER
ComBatDiv 8 No. 2-45

TASK ORGANIZATION

UNITED STATES PACIFIC FLEET
TASK GROUP FIFTY-EIGHT POINT ONE
COMMANDER TASK UNIT FIFTY-EIGHT POINT
ONE POINT FIVE
COMMANDER BATTLESHIP DIVISION EIGHT
U.S.S. MASSACHUSETTS, Flagship.

AT SEA
22 March 1945.

58.1.5 - Support Unit - Rear Admiral J.F. SHAFROTH, U.S.N.

- (a) 58.1.51 Battle Line - Rear Admiral J. F. Shafroth, U.S.N.
BatDiv EIGHT less ALABAMA
MASSACHUSETTS (F), INDIANA 2BB
- Battle Line Screen - Captain J. W. Ludewig, U.S.N.
DesDiv FORTY NINE less LITTLE and HARRISON
JOHN RODGERS (SF), McKEE, MURRAY (FD) 3DD
- (b) 58.1.52 Light Forces Right - Rear Admiral F.E.M. Whiting, U.S.N.
Cruisers - Rear Admiral F.E.M. Whiting, U.S.N.
CruDiv FOURTEEN less HOUSTON
VINCENNES (F), MIAMI, VICKSBURG 3CL
- Light Forces Right Screen - Captain H.O. Parish, U.S.N.
DesDiv FIFTY plus HARRISON (Comdr. W.C. Winn)
SIGSBEE (F), DASHIELL,
SCHROEDER, HARRISON 4DD
- (c) 58.1.53 Light Forces Left - Rear Admiral L. J. Wiltse, U.S.N.
Cruisers - Rear Admiral L. J. Wiltse, U.S.N.
CruDiv TEN less BOSTON and CANBERRA
BALTIMORE (F), PITTSBURGH 2CA
- Light Forces Left Screen - Comdr. J. H. Hogg, U.S.N.
DesDiv ONE HUNDRED SIX less YARNALL
WEDDERBURN (F), TWINING, STOCKHAM 3DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.
 2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.
 3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.
- (x) (1) Engagements will be fought in accordance Battle Plan 1L3 USF10A unless otherwise directed.
(2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45

REVISION ONE

ENCLOSURE TWO TO ANNEX JIG - 1
COLBATDIV EIGHT OPERATION ORDER 2-45.

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ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

FBI-8/A16-3
Serial 0002

TOP SECRET

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

5 RS

Battle Line	0000
Light Forces Right	8040
Light Forces Left	8320

5 SS

MASSACHUSETTS	3130
INDIANA	3180
PITTSBURGH	3230
BALTIMORE	3280
VINCENNES	3330
MIAMI	3030
VICKSBURG	3080
SCREEN	Circle 6

5 VS

Same bearings as 5 SS except heavies on Circle 4 and Screen equally spaced on course between heavy ships.

5 NS

ComBatDiv EIGHT	0000
ComCruDiv FOURTEEN	3100
ComCruDiv TEN	3260
Screen	Circle 6

Note 1: MASSACHUSETTS guide all dispositions.

2: ComBatRon TWO Standard Annex Baker Cruising Dispositions apply.

UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

CCD5/A4-3(1)
Serial: 0035

SECRET

1 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
(Commander Carrier Division FIVE).

To : Distribution.

Subject: Enclosure EIGHTEEN to Annex EASY.

Enclosure: (A) Enclosure EIGHTEEN to Annex EASY.

1. Enclosure EIGHTEEN to Annex EASY to Commander Task Group 58.1
OpPlan 2-45 is forwarded for inclusion in the basic Operation Plan. It is
effective upon receipt.

H. S. Rosenblatt
H. S. ROSENBLATT,
By direction.

SECRET

ENCLOSURE EIGHTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FLIGHT SCHEDULE FOR LOVE PLUS ONE, TWO, FOUR AND FIVE DAYS

Sunrise 0615

Sunset 1840

TIME:	NAME	ON	: LAUNCH :	HORNET :	BENNINGTON :	B. WOOD :	SAN JAC :
TIME:	NAME	: STATION :	LAND :	VF :	VB :	VT :	VF :
0500:	TCAP#1	:0545-0630:	Launch:	:	:	:	12:
0545:	DCAP#1	:	Launch:	16:	:	:	:
0545:	1 ABLE	:0630-0830:	Launch:	:	:	:	8: 6:
0545:	SEARCH#1	:	Launch:	:	:	:	12:
0545:	TCAP#2	:0630-0830:	Launch:	:	:	:	16:
0700:	STRIKE#1	:0810-1000:	Launch:	16:	15:	9: *16:	12: 12:
0715:	TCAP#1	:	Land	:	:	:	12:
0745:	1 BAKER	:0830-1000:	Launch:	:	:	:	8: 6:
0745:	MINAMI#1	:	Launch:	:	:	:	12:
0745:	TCAP#3	:0830-1000:	Launch:	:	:	:	12:
0915:	DCAP#2	:	Launch:	:	:	:	16:
0915:	TCAP#4	:1000-1130:	Launch:	16:	:	:	:
0915:	1 CHARLIE	:1000-1130:	Launch:	8:	6:	:	:
0925:	DCAP#1	:	Land	16:	:	:	:
0925:	TCAP#2	:	Land	:	:	:	16:
0925:	1 ABLE	:	Land	:	:	:	8: 6:
1045:	1 DOG	:1130-1300:	Launch:	:	:	:	8: 6:
1045:	TCAP#5	:1130-1300:	Launch:	16:	:	:	:
1055:	STRIKE#1	:	Land	16:	15:	9:	16: 12: 12:
1055:	1 BAKER	:	Land	:	:	:	8: 6:
1055:	MINAMI#1	:	Land	:	:	:	12:
1055:	TCAP#3	:	Land	:	:	:	12:
1055:	SEARCH#1	:	Land	:	:	:	12:
1215:	TCAP#6	:1300-1430:	Launch:	:	:	:	16:
1215:	1 EASY	:1300-1430:	Launch:	:	:	:	8: 6:
1215:	DCAP#3	:	Launch:	16:	:	:	:
1225:	DCAP#2	:	Land	:	:	:	16:
1225:	TCAP#4	:	Land	16:	:	:	:
1225:	1 CHARLIE	:	Land	8:	6:	:	:
1340:	TCAP#7	:1430-1600:	Launch:	16:	:	:	:
1340:	1 FOX	:1430-1600:	Launch:	:	:	:	8: 6:
1340:	SEARCH#2	:	Launch:	:	:	:	12:
1350:	TCAP#5	:	Land	16:	:	:	:
1350:	1 DOG	:	Land	:	:	:	8: 6:
1445:	STRIKE#2	:1540-	Launch:	*16:	12:	12:	12: 12: 9:
1515:	TCAP#8	:1600-1745:	Launch:	8:	:	:	8:
1515:	1 GEORGE	:1600-1730:	Launch:	:	:	:	8: 6:
1515:	MINAMI#2	:	Launch:	:	:	:	12:
1515:	DCAP#4	:	Launch:	:	:	:	16:
1530:	TCAP#6	:	Land	:	:	:	16:
1530:	1 EASY	:	Land	:	:	:	8: 6:
1530:	DCAP#3	:	Land	16:	:	:	:

SECRET

ENCLOSURE EIGHTEEN TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

FLIGHT SCHEDULE FOR LOVE PLUS ONE, TWO, FOUR AND FIVE DAYS (Cont'd)

TIME:	NAME	STATION	LAND	VF	VB	VT	VF	VB	VT	VF	VT	VF	VT
1645:	TCAP #7	:	:Land	::	16:	:	:	:	:	:	:	:	:
1645:	1 FOX	:	:Land	::	:	:	8:	:	6:	:	:	:	:
1815:	TCAP #8	:	:Land	::	8:	:	8:	:	:	:	:	:	:
1815:	STRIKE #2	:	:Land	::	16:	12:	12:	12:	12:	9:	:	:	:
1815:	1 GEORGE	:	:Land	::	:	:	:	:	:	:	:	8:	6:
1815:	SEARCH #2	:	:Land	::	:	:	:	:	:	12:	:	:	:
1815:	MINAMI #2	:	:Land	::	:	:	:	:	:	:	:	12:	:
1815:	DCAP #4	:	:Land	::	:	:	16:	:	:	:	:	:	:

Note 1. * Indicates T.G. Strike Commander with call 99 Douglas.

Note 2. Condition 10 for 8 VF 0545 - 0745 SAN JACINTO
0745 - 1145 HORNET
1145 - 1530 BENNINGTON
1530 - 1730 BELLEAU WOOD

Note 3. YOKE searches 000° to 040° distance 300 miles.

Note 4. TCAP's report to FFDO in ELDORADO - call DELEGATE.

Note 5. Support groups ABLE through GEORGE orbit Initial POINT JIG and report to CASCU, TF 55 - Base Call CRACKER. Arming Plan TARE #2.

Note 6. Strike #1 and 2 be at Initial POINT XRAY at 0810 and 1540 respectively. 99 Douglas report to CASCU, TF 55 - base call CRACKER. Arming plan TARE #2.

Note 7. Radar Patrol Line Schedule.

DAY	COMPOSITION	FDO CALL
2 & 5 April	DesDivs 50 & 105	PLUNGER BASE
3 & 6 April	DesDivs 50 & 96	SUREFIRE ZERO
4 April	DesDivs 96 & 105	PLUNGER BASE

Northern or Eastern FDO Station will fly Fox Flag. Southern or Western FDO Station will fly Baker Flag.

Note 8. Task Group 58.1 is scheduled to replenish and refuel on 4 April.

Note 9. All support missions of this Task Group are for Southern Landing Force.

CCD5/A4-3(1)
Serial 0038

UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

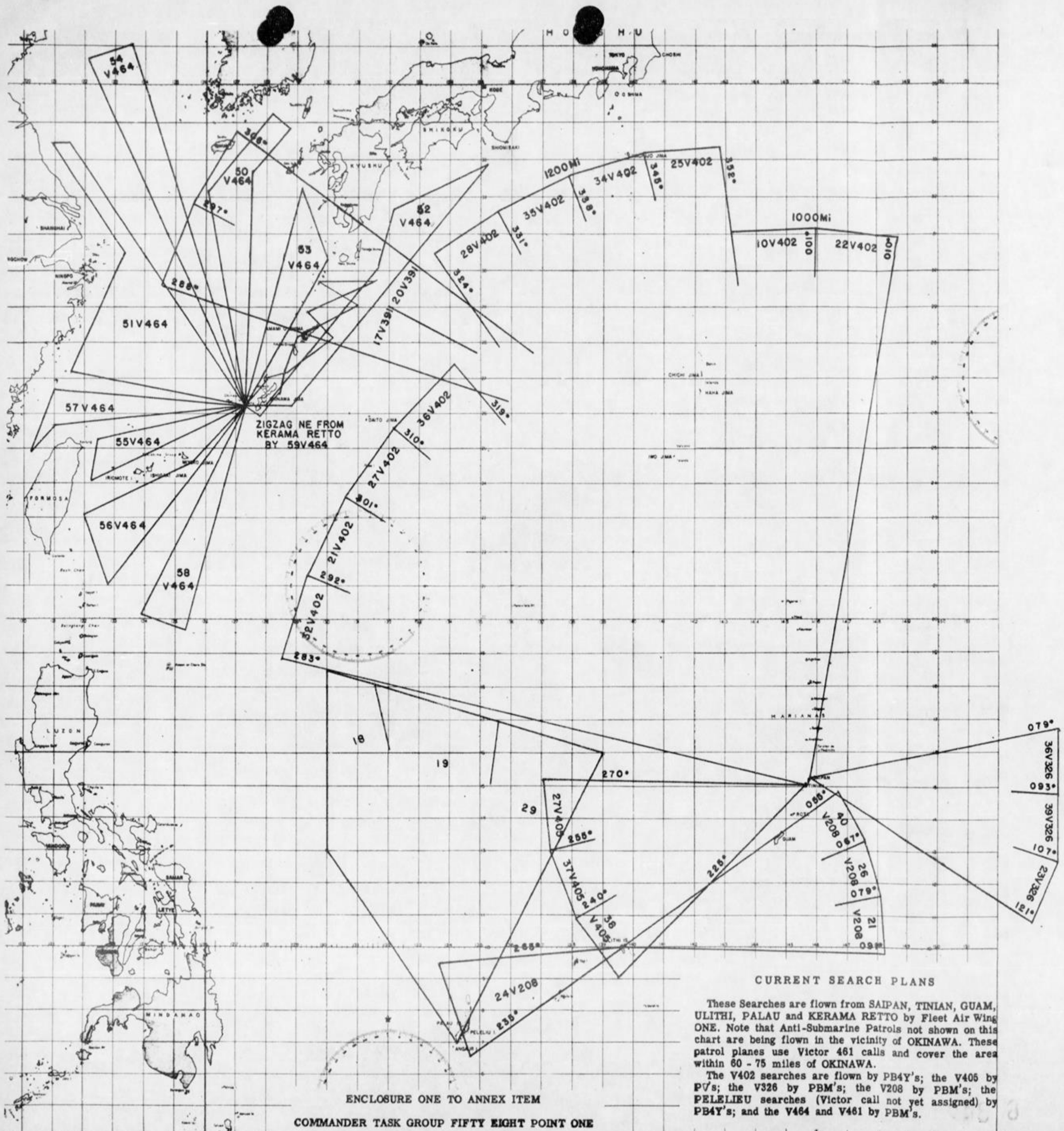
3 April 1945

SECRET

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Distribution List.
Subject: Supplementary Search Plans.
Enclosure: (A) Enclosure ONE (Revision ONE) to Annex ITEM
CTG 58.1 OpPlan 2-45.

1. The enclosure is forwarded for inclusion in CTG 58.1 Operation Plan 2-45. Enclosure ONE to Annex ITEM now in the basic plan should be destroyed by burning.

H. S. Rosenblatt
H. S. ROSENBLATT
By direction.



CURRENT SEARCH PLANS

These Searches are flown from SAIPAN, TINIAN, GUAM, ULITHI, PALAU and KERAMA RETTO by Fleet Air Wing ONE. Note that Anti-Submarine Patrols not shown on this chart are being flown in the vicinity of OKINAWA. These patrol planes use Victor 461 calls and cover the area within 60 - 75 miles of OKINAWA.

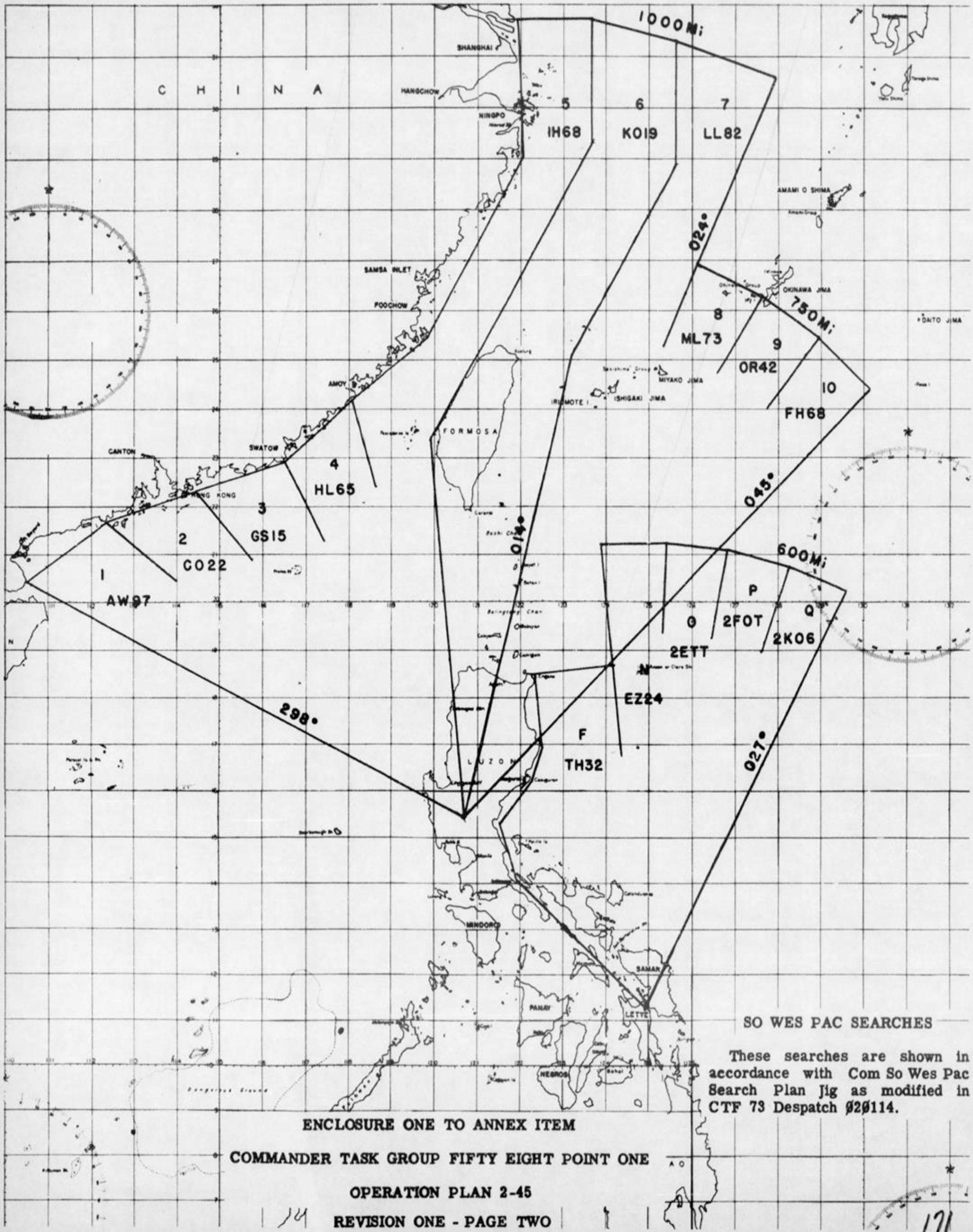
The V402 searches are flown by PB4Y's; the V405 by PV's; the V326 by PBM's; the V208 by PBM's; the PELELIEU searches (Victor call not yet assigned) by PB4Y's; and the V464 and V461 by PBM's.

ENCLOSURE ONE TO ANNEX ITEM

COMMANDER TASK GROUP FIFTY EIGHT POINT ONE

OPERATION PLAN 2-45

REVISION ONE - PAGE ONE



SO WES PAC SEARCHES

These searches are shown in accordance with Com So Wes Pac Search Plan Jig as modified in CTF 73 Despatch 020114.

ENCLOSURE ONE TO ANNEX ITEM
 COMMANDER TASK GROUP FIFTY EIGHT POINT ONE
 OPERATION PLAN 2-45
 REVISION ONE - PAGE TWO

CCD5/A4-3(1)
Serial 0039

SECRET

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship.

AT SEA
6 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Holders of CTG 58.1 Operation Plan 2-45.
Subject: Change No. 4 to CTG 58.1 Operation Plan 2-45.

1. The following changes, deletions and additions to CTG 58.1 Operation Plan 2-45 are effective upon receipt.

OPERATION PLAN

Substitute new page 1 (REVISION TWO)

ANNEX ABLE

Delete BALTIMORE and PITTSBURGH where they appear.

2200 (f) Distress Frequency:

VICKSBURG assume 500 Kcs. guard.

Substitute new Enclosure TWO to Annex ABLE (REVISION TWO).

ANNEX BAKER

Delete present pages 2, 3, 4, and 5 and substitute new pages marked "REVISION ONE".

Substitute new Enclosure ONE, TWO, and THREE to Annex BAKER marked "REVISION TWO".

ANNEX GEORGE

Part III Paragraph 2.

Delete BALTIMORE and PITTSBURGH where they appear.

Part XI, Part XII

Substitute SAN JACINTO for WASP wherever WASP appears.

ANNEX JIG

Substitute new Enclosure ONE marked "REVISION TWO".

Substitute new page 1 to Enclosure TWO and new Appendix I to Enclosure TWO marked "REVISION TWO".

J. J. CLARK
Rear Admiral, U. S. Navy
Commander Task Group FIFTY-EIGHT POINT ONE

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT
Lieutenant, USNR
Flag Secretary

CTG 58.1
OpPlan 2-45

Change FOUR

172

CCD5/A4-3(1)
Serial: 0005

SECRET

OPERATION PLAN 2-45.

TASK ORGANIZATION

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship

AT SEA
6 April 1945

- (a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
BENNINGTON (F) - Rear Admiral T. L. SPRAGUE 2 CV
BELLEAU WOOD 2 CVL
SAN JACINTO
- (b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.
Task Unit 58.1.21 - Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8 (less ALABAMA)
MASSACHUSETTS (F) 2 BB
INDIANA
Task Unit 58.1.22 - Cruisers - Rear Admiral F.E.M. WHITING
CruDiv 14 (less HOUSTON)
VINCENTNES (F) 3 CL
MIAMI
VICKSBURG
SAN JUAN 1 CL(AA)
- (c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERMAN
DesRon 61
DesDiv 121 DEHAVEN (SF)
MANSFIELD
LYMAN K. SWENSON
COLLETT
MADDOX
DesDiv 122
SAMUEL N. MOORE (F) 9 DD
BLUE
BRUSH
TAUSSIG
DesRon 25
DesDiv 49 JOHN RODGERS (SF)
HARRISON
McKEE
DesDiv 50
SIGSBEE (F) 6 DD
SCHROEDER
DASHIELL

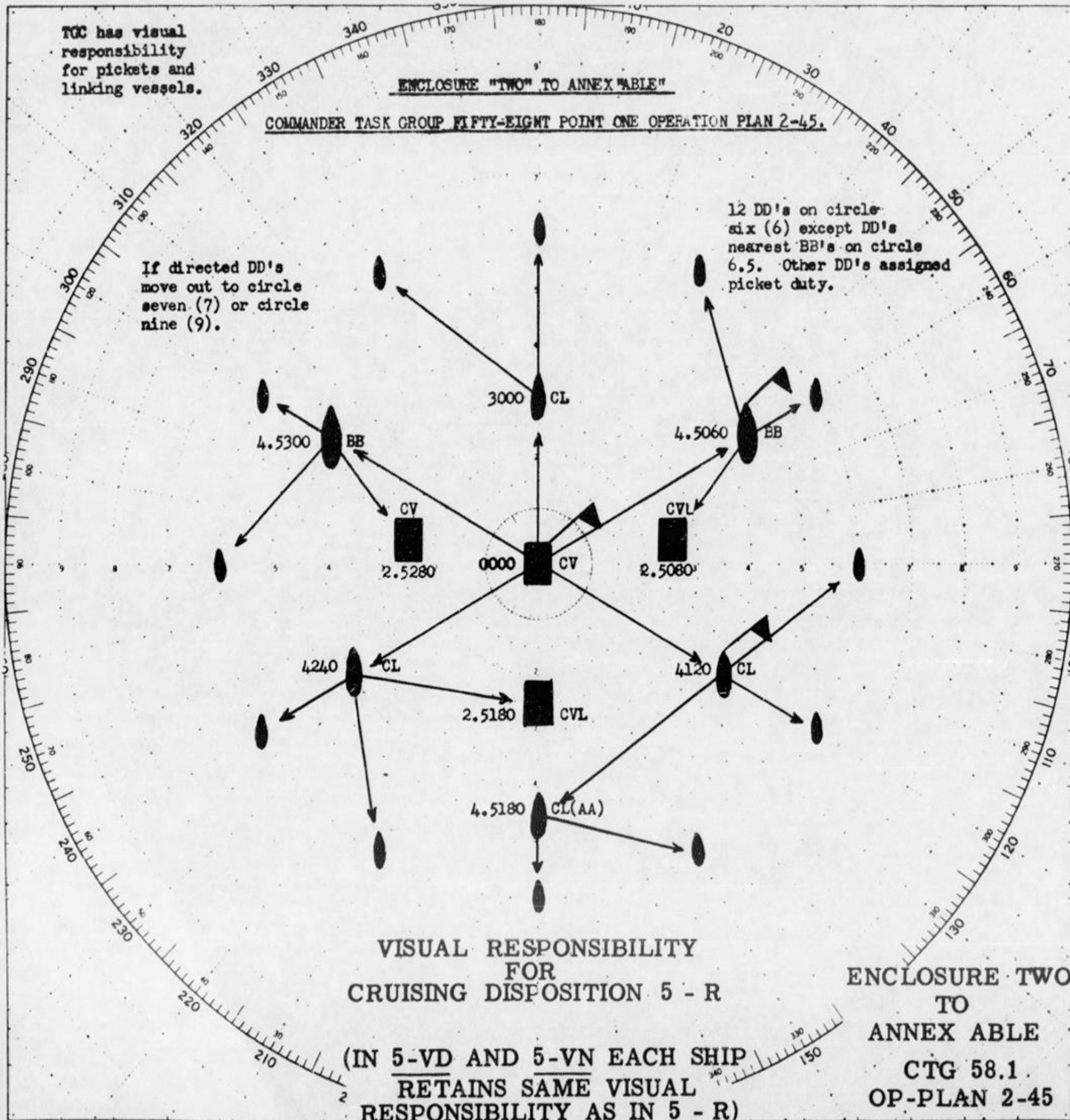
TGC has visual responsibility for pickets and linking vessels.

ENCLOSURE "TWO" TO ANNEX "ABLE"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

If directed DD's move out to circle seven (7) or circle nine (9).

12 DD's on circle six (6) except DD's nearest BB's on circle 6.5. Other DD's assigned picket duty.



VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

(IN 5-VD AND 5-VN EACH SHIP RETAINS SAME VISUAL RESPONSIBILITY AS IN 5 - R)

ENCLOSURE TWO TO ANNEX ABLE
CTG 58.1
OP-PLAN 2-45

REVISION TWO

SECRET

ANNEX BAKER
CRUISING INSTRUCTIONS

CRUISING DISPOSITION

5 - R
(NORMAL CRUISING)

1. (b) (cont'd)

BATTLESHIPS - CRUISERS

Heavy Ship Station Number	Name of Ship	STATION ASSIGNMENT							
		Number of Heavy Ships							
		8	7	6	5	4	3	2	1
1	:VICKSBURG	: 3000:	3000:	3000:	* :	* :	3000 :	3000 :	3000 :
2	:MASSACHUSETTS	:4.5060:	4.5060:	4.5060:	4.5060:	4.5060:	----	----	----
3	:	:4.5095:	4.5095:	----	----	----	----	----	----
4	:VINCENNES	: 4135:	4135:	4120:	4120:	4120:	4120 :	----	----
5	:SAN JUAN	:4.5180:	* :	4.5180:	4.5180:	* :	----	4.5180:	----
6	:MIAMI	: 4225:	4225:	4240:	4240:	4240:	4240 :	----	----
7	:	:4.5265:	4.5265:	----	----	----	----	----	----
8	:INDIANA	:4.5300:	4.5300:	4.5300:	4.5300:	4.5300:	----	----	----

* DD's may be substituted

Tanker Station Number		TANKERS (When Present)							
		Number of Tankers Available							
		4	3	2	1				
1	:	:4.5330:	4.5330:	----	----	:	:	:	:
2	:	: 4350:	4350:	4350 :	4350 :	:	:	:	:
3	:	: 4010:	4010:	4010 :	----	:	:	:	:
4	:	:4.5030:	----	----	----	:	:	:	:

INNER SCREEN

Twelve (12) destroyers equally spaced on Circle 6.5. When only six heavies are present the destroyers not adjacent to BB's may be stationed on Circle 6 at discretion of ComScreen. If directed all DD's move out to Circle 9.

PICKETS (TASK GROUP OPERATING INDEPENDENTLY)

Task Group Picket Number	PICKETS AVAILABLE							
	8	7	6	5	4	3	2	1
1	:28000	:28000	:28000	:28000	:28000	:28000	:28030	:28000
2	:28045	:28050	:28060	:28070	:28090	:28120	:28330	:
3	:28090	:28100	:28120	:28145	:28180	:28240	:	:
4	:28135	:28150	:28180	:28215	:28270	:	:	:
5	:28180	:28210	:28240	:28290	:	:	:	:
6	:28225	:28260	:28300	:	:	:	:	:
7	:28270	:28310	:	:	:	:	:	:
8	:28315	:	:	:	:	:	:	:

Task Group picket axis will always be 000° T except when two or less pickets are available in which case the Task Group picket axis will be the same as the formation base course.

TOP SECRET

ANNEX BAKER
CRUISING INSTRUCTIONS

1. (c)

CRUISING DISPOSITION

5 - VD
(DAY AIR DEFENSE)

CARRIERS

SAME AS FOR 5 - R

BATTLESHIPS AND CRUISERS

SAME AS FOR 5 - R

INNER SCREEN

(a) When six heavy ships present:

Twelve (12) destroyers stationed on straight lines between the heavy ships of the screen. Two destroyers between each heavy ship.

(b) When eight heavy ships present:

Ten (10) destroyers stationed on straight lines between the heavy ships of the screen. Two destroyers assigned stations 2.5125 and 2.5235.

PICKETS

SAME AS FOR 5 - R

1. (d)

CRUISING DISPOSITION

5 - VN
(NIGHT OR LOW VISIBILITY AIR DEFENSE)

CARRIERS

SAME AS FOR 5 - R

BATTLESHIPS AND CRUISERS

Heavy Ship:

Station :

Number	Name of Ship	Number of Heavy Ships Available								
		8	7	6	5	4	3	2	1	
1	:VICKSBURG	: 6000	: *	: 5000	: *	: *	: 5000	: 5000	: 5000	
2	:MASSACHUSETTS	: 6045	: 6045	: 5060	: 5060	: 5060	: *	: *	: *	
3	:	: 6090	: 6090	: ----	: ----	: ----	: ----	: ----	: ----	
4	:VINCENNES	: 6135	: 6135	: 5120	: 5120	: 5120	: 5120	: *	: *	
5	:SAN JUAN	: 6180	: 6180	: 5180	: 5180	: *	: *	: 5180	: *	
6	:MIAMI	: 6225	: 6225	: 5240	: 5240	: 5240	: 5240	: *	: *	
7	:	: 6270	: 6270	: ----	: ----	: ----	: ----	: ----	: ----	
8	:INDIANA	: 6315	: 6315	: 5300	: 5300	: 5300	: *	: *	: *	

Notes:

1. * DD's may be substituted.

2. If directed heavy ships take station on circle 6 instead of circle 5.

INNER SCREEN

Twelve (12) destroyers on straight line, between heavy ships.

PICKETS

SAME AS FOR 5 - R

ANNEX BAKER
CRUISING INSTRUCTIONS

1. (e)

SPECIAL DISPOSITION
5 - PD
(PRE-DAWN LAUNCH)

CARRIERS

:Carrier:	Name of Ship	:Station	Assignment:
:Station:	:	:	:
:Number :	:	:	:
: 1	: HORNET	: 0000	:
: 2	: BENNINGTON	: 3.5280	:
: 3	: SAN JACINTO	: 4080	:
: 4	: BELLEAU WOOD	: 4180	:

BATTLESHIPS AND CRUISERS

Same as for 5-R except BB in station 4.5060 shifts to station 4050 and CL(AA) in station 4.5180 moves out to station 5180.

INNER SCREEN
SAME AS FOR 5 - R

PICKETS

One or Two Picket DD's as directed by ComScreen move into stations 20180 or 20150 and 20210, to act as Rendezvous Destroyers.

1. (f)

SPECIAL DISPOSITION
5 - NL
(NIGHT LANDING)

CARRIERS
SAME AS FOR 5 - PD

BATTLESHIPS AND CRUISERS
SAME AS FOR 5 - PD

INNER SCREEN
Destroyers shift stations as follows to act as Plane Guards:

FROM	TO
6120	4.5100
6150	1.5150
6210	3250

PICKETS
SAME AS FOR 5-PD

1. (g)

SPECIAL DISPOSITION
5 - F

All ships take stations as assigned by despatch.

2. TACTICAL INSTRUCTIONS

(a) USF 10A effective except as provided in paragraph 6 Part II to ANNEX "C" of ComFIRSTCar TF OpOrder 2-45.

(b) Rudder Angle:

On all routine evolutions involving simultaneous maneuvers of station units, such rudder angle shall be used as will give a tactical diameter of 1500 yards. During emergency maneuvers, rudder angle as necessary to produce a tactical diameter of 1000 yards will be used.

(c) Acceleration Rate

1. NORMAL ACCELERATION

Time																									
(Min)	:	0	:	1/2	:	1 1/2	:	2	:	3 1/2	:	5 1/2	:	8 1/2	:	12 1/4	:	18	:	27 1/2	:	40	:	45	:
Knots	:	0	:	5	:	10	:	12	:	15	:	18	:	21	:	24	:	27	:	30	:	33	:	33.8	:

2. DECLERATION

Time																									
(Min)	:	0	:	2 1/2	:	8 1/2	:	13	:	16 1/2	:	18 3/4	:	20 1/4	:	21	:	21 3/4	:	22	:	22 1/2	:	23	:
Knots	:	33.8	:	33	:	30	:	27	:	24	:	21	:	18	:	15	:	12	:	10	:	5	:	0	:

3. Emergency Acceleration is at the rate of one-half of the times shown for normal acceleration.

(d) Unless otherwise directed carriers will form column when signalled in the following order:

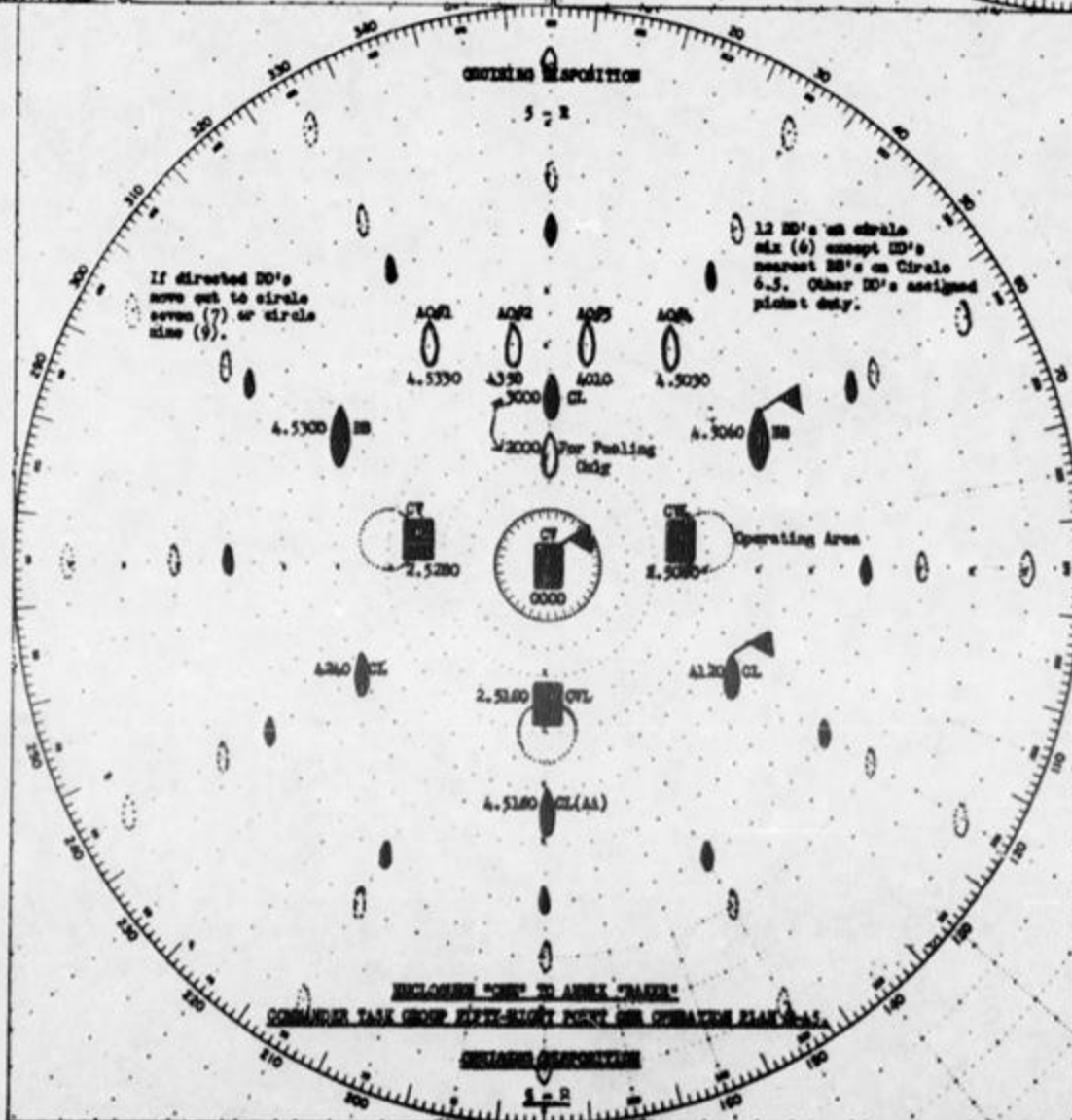
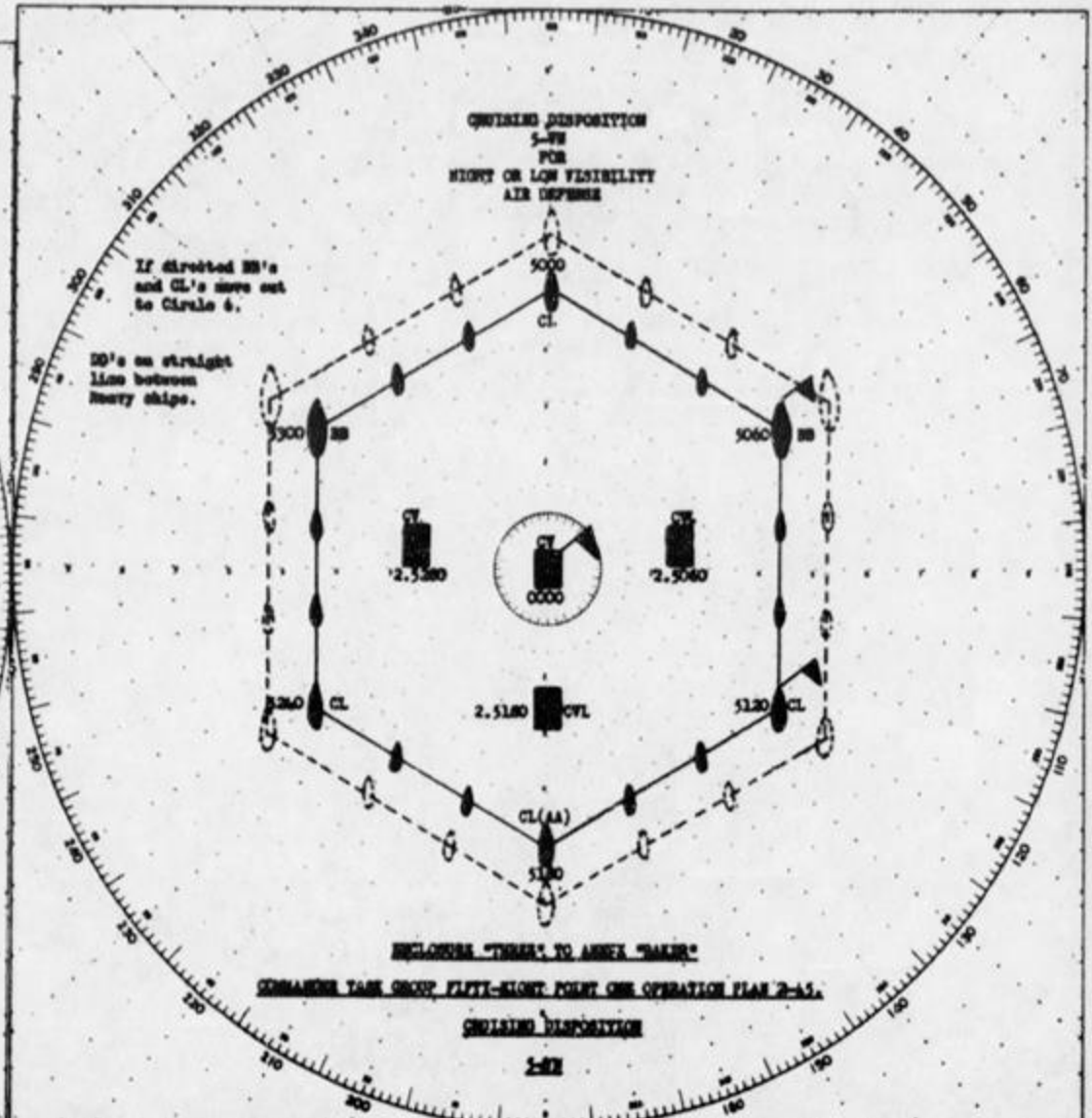
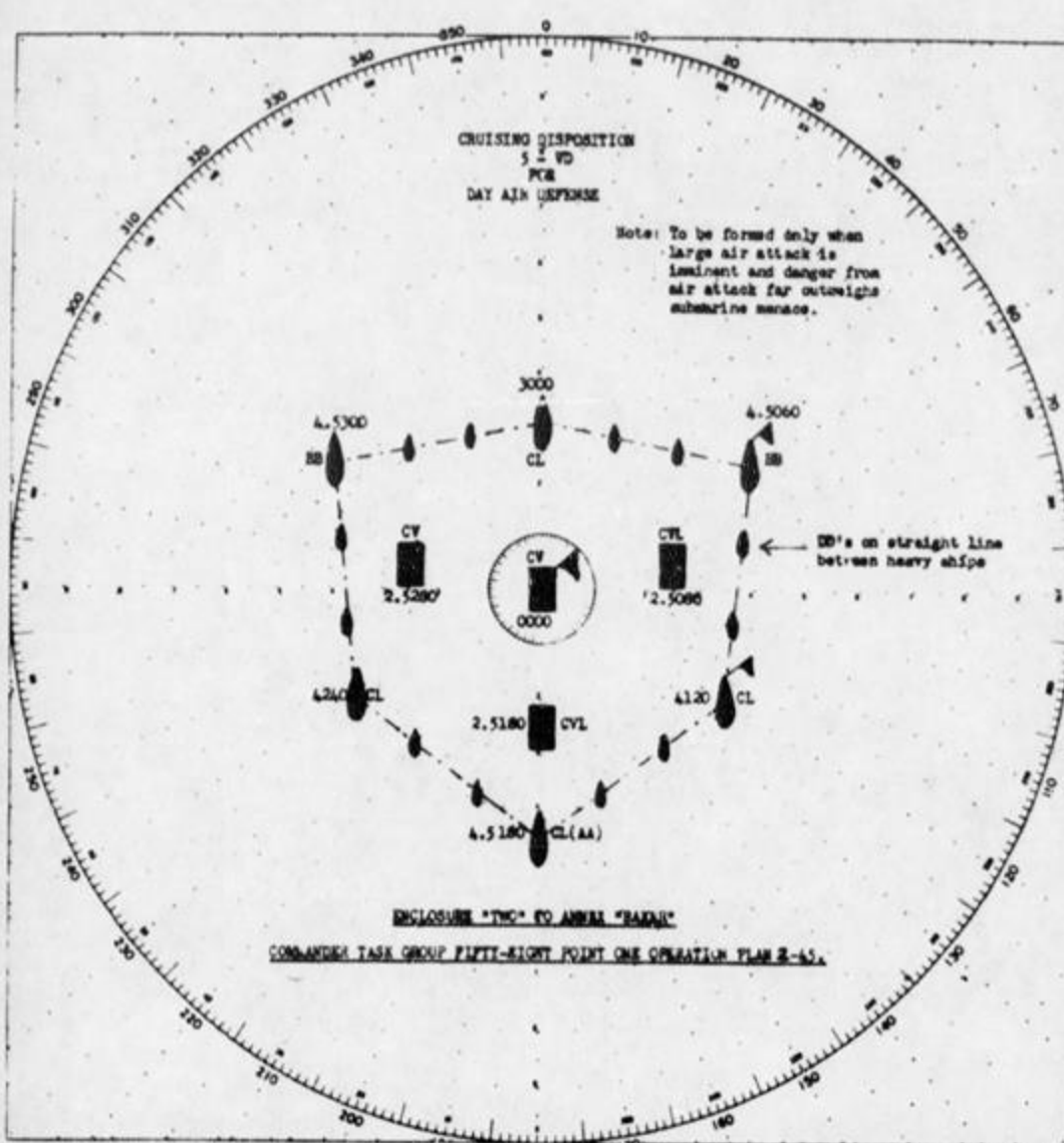
- HORNET
- BENNINGTON
- BELLEAU WOOD
- SAN JACINTO

(e) When the Carrier Unit forms column, SAN JUAN take station astern of last carrier.

(f) Other ships will form column as directed by Unit Commanders.

3. MAN OVERBOARD

Each ship is enjoined to take all possible precautions to reduce the frequency of "Man Overboard". When men are required to work on stations where the possibility of being washed or falling overboard exists, the following measures to insure safety should be observed:



ENCLOSURES ONE, TWO and THREE
to ANNEX BAKER to CTG 58.1
OP - PLAN 2-45

REVISION TWO

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

CCD5/A4-3(1)
Serial 0005

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

TOP SECRET

MAJOR SURFACE ACTION PLAN 2-45.
(Task Group 58.1 only)

AT SEA
6 April 1945

TASK ORGANIZATION

(a) Task Unit 58.1.4 - Carrier Unit - Rear Admiral J. J. CLARK.

Task Unit 58.1.41 - Carriers

HORNET (FF)

BENNINGTON (F) - Rear Admiral T.L. SPRAGUE

2 CV

BELLEAU WOOD

SAN JACINTO

2 CVL

Task Unit 58.1.42 - Cruiser - Captain G. H. BAHM

SAN JUAN (F)

1 CL(AA)

Task Unit 58.1.43 - Carrier Screen - Captain T. H. HEDERMAN

DESRON 61

DESDIV 121

DEHAVEN (SF)

MANSFIELD

L. K. SWENSON

COLLETT

MADDOX

DESDIV 122

S. N. MOORE (F) 9 DD

BLUE

BRUSH

TAUSSIG

(b) Task Unit 58.1.5 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.51 - Battle Line

BATDIV 8 (less ALABAMA)

MASSACHUSETTS (F)

INDIANA

2 BB

Task Unit 58.1.52 - Battle Line Screen - Captain J. W. LUDEWIG

DESRON 25

DESDIV 49

JOHN RODGERS (SF)

McKEE

HARRISON

3 DD

Task Unit 58.1.53 - Light Forces - Rear Admiral F. E. M. WHITING

CRUDIV 14 (less HOUSTON)

VINCENNES (F)

MIAMI

VICKSBURG

3 CL

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-1
MAJOR SURFACE ACTION PLAN 2-45
(REVISION TWO)

180

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

Task Unit 58.1.54 - Capt. H. O. PARISH (Cmdr. W. C. WINN)
DESDIV 50
SIGSBEE (F) 3 DD
SCHROEDER
DASHIELL

1. Information as contained in my Operation Plan 2-45, Commander FIFTH FLEET Operation Plan 1-45, Commander FIRST CARRIER TASK FORCE Operation Order 2-45 and in current dispatches.

Assumptions. That enemy surface forces are equal or inferior to own forces.

2. This force will destroy enemy surface units by gunfire, destroyer torpedo attacks and air attacks.
 3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.
(b) Support Unit engage enemy and destroy with gunfire and torpedoes.
- (x) This plan will be placed in effect by signal.

4. - - - - -

5. Communications in accordance with ANNEX "ABLE" my Operation Plan 2-45. Commander Support Unit in MASSACHUSETTS. Commander Task Group 58.1 in HORNET.

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE,
Commander Carrier Division FIVE

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieut., U.S.N.R.,
Flag Secretary.

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-2
MAJOR SURFACE ACTION PLAN 2-45
(REVISION TWO)

ENCLOSURE TWO TO ANNEX JIG
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

TOP SECRET

OPERATION ORDER
ComBatDiv 8 No. 2-45

TASK ORGANIZATION

UNITED STATES PACIFIC FLEET
TASK GROUP FIFTY-EIGHT POINT ONE
COMMANDER TASK UNIT FIFTY-EIGHT POINT
ONE POINT FIVE
COMMANDER BATTLESHIP DIVISION EIGHT
U.S.S. MASSACHUSETTS, Flagship.

AT SEA,
6 April 1945.

58.1.5 - Support Unit - Rear Admiral J. F. SHAFROTH, U.S.N.

- (a) 58.1.51 Battle Line - Rear Admiral J. F. SHAFROTH, U.S.N.
BatDiv Eight less ALABAMA
MASSACHUSETTS (F), INDIANA 2BB
- 58.1.52 Battle Line Screen - Captain J. W. Ludewig, U.S.N.
DesDiv FORTY NINE
JOHN RODGERS (SF), McKEE, HARRISON 3DD
- (b) 58.1.53 Light Forces - Rear Admiral F. E. M. Whiting, U.S.N.
58.1.54 Cruisers - Rear Admiral F. E. M. Whiting, U.S.N.
CruDiv FOURTEEN less HOUSTON
VINCENNES (F), MIAMI, VICKSBURG 3CL
- 58.1.55 Light Forces Screen - Captain H. O. Parish, U. S. N.
DesDiv FIFTY (Comdr W. C. Winn)
SIGSBEE (F), SCHROEDER, DASHIELL 3DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.
2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.
3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.
- (x) (1) Engagements will be fought in accordance Battle Plan 1L3 USFlOA unless otherwise directed.
(2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45

ENCLOSURE TWO TO ANNEX JIG - 1
COMBATDIV EIGHT OPERATION ORDER 2-45.
(REVISION TWO)

182

SECRET

ENCLOSURE TWO TO ANNEX JIG TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
FBI-8/A16-3
Serial 0002

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

5 RS

Battle Line	0000
Light Forces	8000

5 SS 5

MASSACHUSETTS	2220
INDIANA	2140
VINCENNES	2290
MIAMI	2000
VICKSBURG	2070
SCREEN	Circle 6

5 VS 5

Same as 5 SS 5 except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.

5 SS 6

MASSACHUSETTS	2210
INDIANA	2150
VINCENNES	2270
MIAMI	2330
VICKSBURG	2030
ADDITIONAL CL	2090
SCREEN	Circle 6

5 VS 6

Same as 5 SS 6 except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.

5 NS

BatDiv EIGHT	1.5270
Cruisers	1.5090
Screen	Circle 6

Note 1. MASSACHUSETTS is Guide of all dispositions.

Note 2. ComBatRon TWO Standard Annex Baker Cruising Dispositions apply.

CTG 58.1
OpPlan 2-45

APPENDIX I
ENCLOSURE TWO TO ANNEX JIG -3
COMBATDIV EIGHT OPERATION ORDER 2-45
(REVISION TWO)

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

CCD5/A4-3(1)
Serial 0041

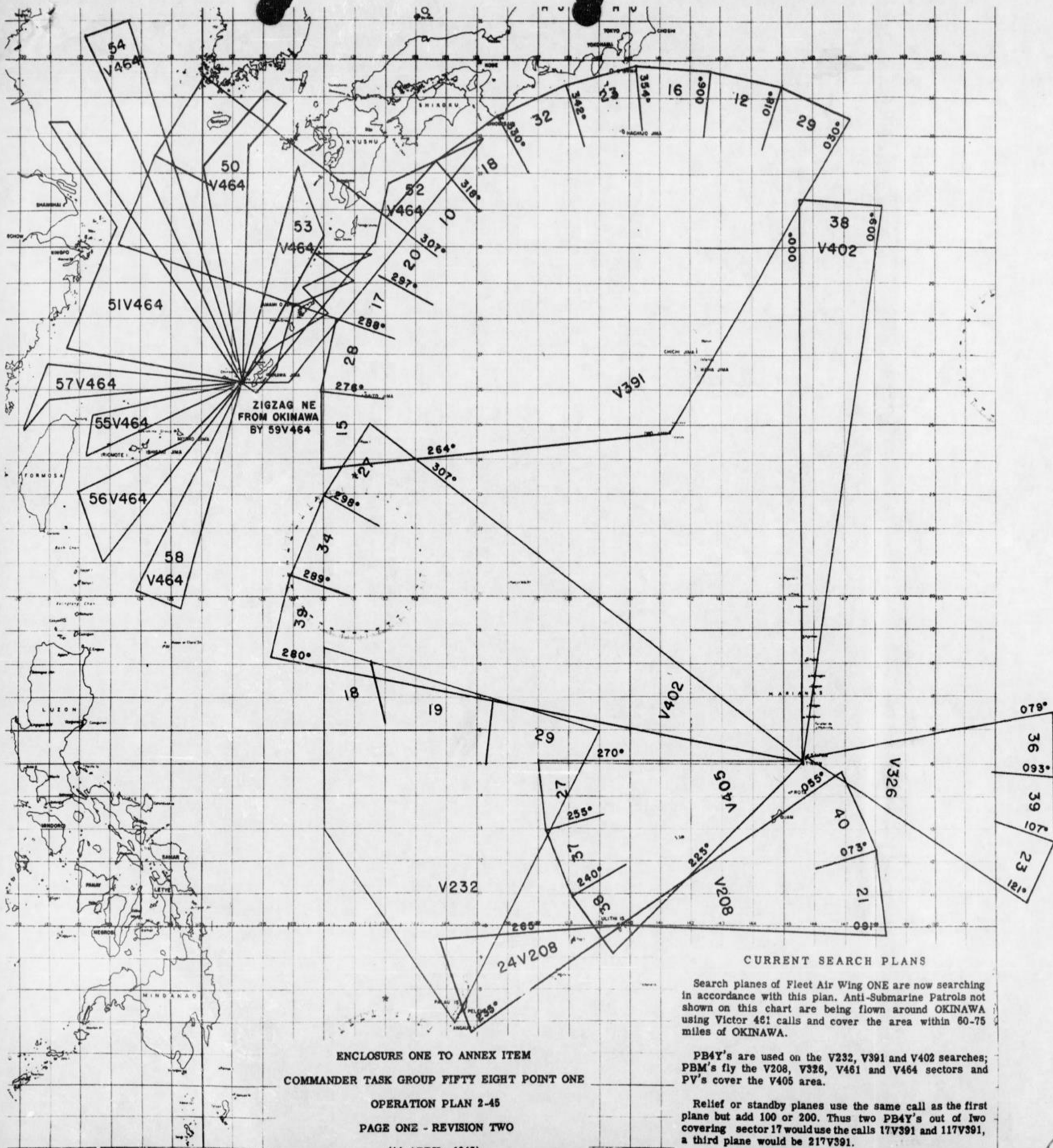
SECRET

14 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Task Group FIFTY-EIGHT POINT ONE.
Subject: Supplementary Search Plans.
Enclosure: (A) Enclosure ONE to Annex ITEM (Page ONE - Revision TWO)
CTG 58.1 OpPlan 2-45.

1. The enclosure is forwarded for substitution in place of Page ONE - Revision ONE of Enclosure ONE to Annex ITEM in CTG 58.1 Operation Plan 2-45.

H. S. Rosenblatt
H. S. ROSENBLATT,
By direction.



ENCLOSURE ONE TO ANNEX ITEM
 COMMANDER TASK GROUP FIFTY EIGHT POINT ONE

OPERATION PLAN 2-45

PAGE ONE - REVISION TWO

(14 APRIL, 1945)

CURRENT SEARCH PLANS

Search planes of Fleet Air Wing ONE are now searching in accordance with this plan. Anti-Submarine Patrols not shown on this chart are being flown around OKINAWA using Victor 461 calls and cover the area within 60-75 miles of OKINAWA.

PB4Y's are used on the V232, V391 and V402 searches; PBM's fly the V208, V326, V461 and V464 sectors and PV's cover the V405 area.

Relief or standby planes use the same call as the first plane but add 100 or 200. Thus two PB4Y's out of two covering sector 17 would use the calls 17V391 and 117V391, a third plane would be 217V391.

185

CCD5/A4-3(1)
Serial 0042

UNITED STATES PACIFIC FLEET
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship

SECRET

AT SEA
17 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Holders of CTG 58.1 Operation Plan 2-45.
Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

1. The following changes, deletions and additions to CTG 58.1 Operation Plan 2-45 are effective upon receipt.

OPERATION PLAN

Substitute new page 1 (Revision THREE).

ANNEX ABLE

Par. 2200 BALTIMORE listen on 2642 (currently CW) and intercept Opintel POA circuit.
QUINCY take 500 kcs. guard vice VICKSBURG.
Par. 2217 Spotting frequencies as follows:

BALTIMORE	3695
QUINCY	7605
PITTSBURGH	6220

Insert new Enclosure TWO ABLE to Annex ABLE to be used when CruDiv TEN is present.

ANNEX BAKER

1(b) Page 2

Insert following new station assignments for Battleships-Cruisers (5-R).

CRUISING DISPOSITION

5 - R

(NORMAL CRUISING)

BATTLESHIPS - CRUISERS

Heavy: Ship :	No. :	Name of Ship :	STATION ASSIGNMENT								
			Number of Heavy Ships								
			9	8	7	6	5	4	3	2	1
	1	VICKSBURG	3030	3000	3000	3000	*	*	3000	3000	3000
	2	MASSACHUSETTS	4.5060	4.5060	4.5060	4.5060	4.5060	4.5060	---	---	---
	3	VINCENNES	4.5100	4.5095	4.5095	---	---	---	---	---	---
	4	MIAMI	4140	4135	4135	4120	4120	4120	4120	---	---
	5	SAN JUAN	4.5180	4.5180	*	4.5180	4.5180	*	---	4.5180	---
	6	QUINCY	4220	4225	4225	4240	4240	4240	4240	---	---
	7	BALTIMORE	4.5260	4.5265	4.5265	---	---	---	---	---	---
	8	INDIANA	4.5300	4.5300	4.5300	4.5300	4.5300	4.5300	---	---	---
	9	PITTSBURGH	3330	---	---	---	---	---	---	---	---

* DD's may be substituted.

CTG 58.1
OpPlan 2-45

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SECRET

Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

ANNEX BAKER (cont'd)

1(c) Page 3

Add new note (c) under Inner Screen.

(c) When nine heavy ships present:

As assigned by ComScreen. Note that stations 2.5120 and 2.5240 are occupied by destroyers.

1(d) Page 3

Insert following new station assignments for Battleships-Cruisers (5-VN).

CRUISING DISPOSITION

5 - VN

(NIGHT OR LOW VISIBILITY AIR DEFENSE)

BATTLESHIPS AND CRUISERS

Heavy
Ship

No.	Name of Ship	Number of Heavy Ships Available								
		9	8	7	6	5	4	3	2	1
1	VICKSBURG	6020	6000	*	5000	*	*	5000	5000	5000
2	MASSACHUSETTS	6060	6045	6045	5060	5060	5060	*	*	*
3	VINCENNES	6100	6090	6090	---	---	---	---	---	---
4	MIAMI	6140	6135	6135	5120	5120	5120	5120	*	*
5	SAN JUAN	6180	6180	6180	5180	5180	*	*	5180	*
6	QUINCY	6220	6225	6225	5240	5240	5240	5240	*	*
7	BALTIMORE	6260	6270	6270	---	---	---	---	---	---
8	INDIANA	6300	6315	6315	5300	5300	5300	*	*	*
9	PITTSBURGH	6340	---	---	---	---	---	---	---	---

Change Note 2 to read:

"Heavy ships take station on Circle 5 or Circle 6 as directed."

Insert new Enclosure ONE ABLE, TWO ABLE and THREE ABLE to Annex BAKER to be used when CruDiv TEN is present.

ANNEX GEORGE

Part III Paragraph 2 - Make the following additions:

AIR GUARDS

ABLE - Add BALTIMORE

BAKER - Add PITTSBURGH

FOX - Add PITTSBURGH

CTG 58.1
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Serial 0042

SECRET

Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

ANNEX GEORGE (cont'd)

Part III Paragraph 2 - Make the following additions: (cont'd)

SURFACE GUARDS

CHARLIE - Add BALTIMORE and QUINCY

SURFACE TRACKING GUARD

Add PITTSBURGH and QUINCY

ANNEX JIG

ENCLOSURE ONE

Delete pages 1 and 2(REVISION TWO) and substitute new pages 1 and 2(REVISION THREE)

ENCLOSURE TWO

Delete page 1 and Appendix I(REVISION TWO) and substitute new page 1 and Appendix I(REVISION THREE).

J. J. CLARK
Rear Admiral, U. S. Navy
Commander Task Group FIFTY-EIGHT POINT ONE

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT
Lieutenant, USNR
Flag Secretary

CCD5/A4-3(1)
Serial: 0005

TOP SECRET

OPERATION PLAN 2-45.

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

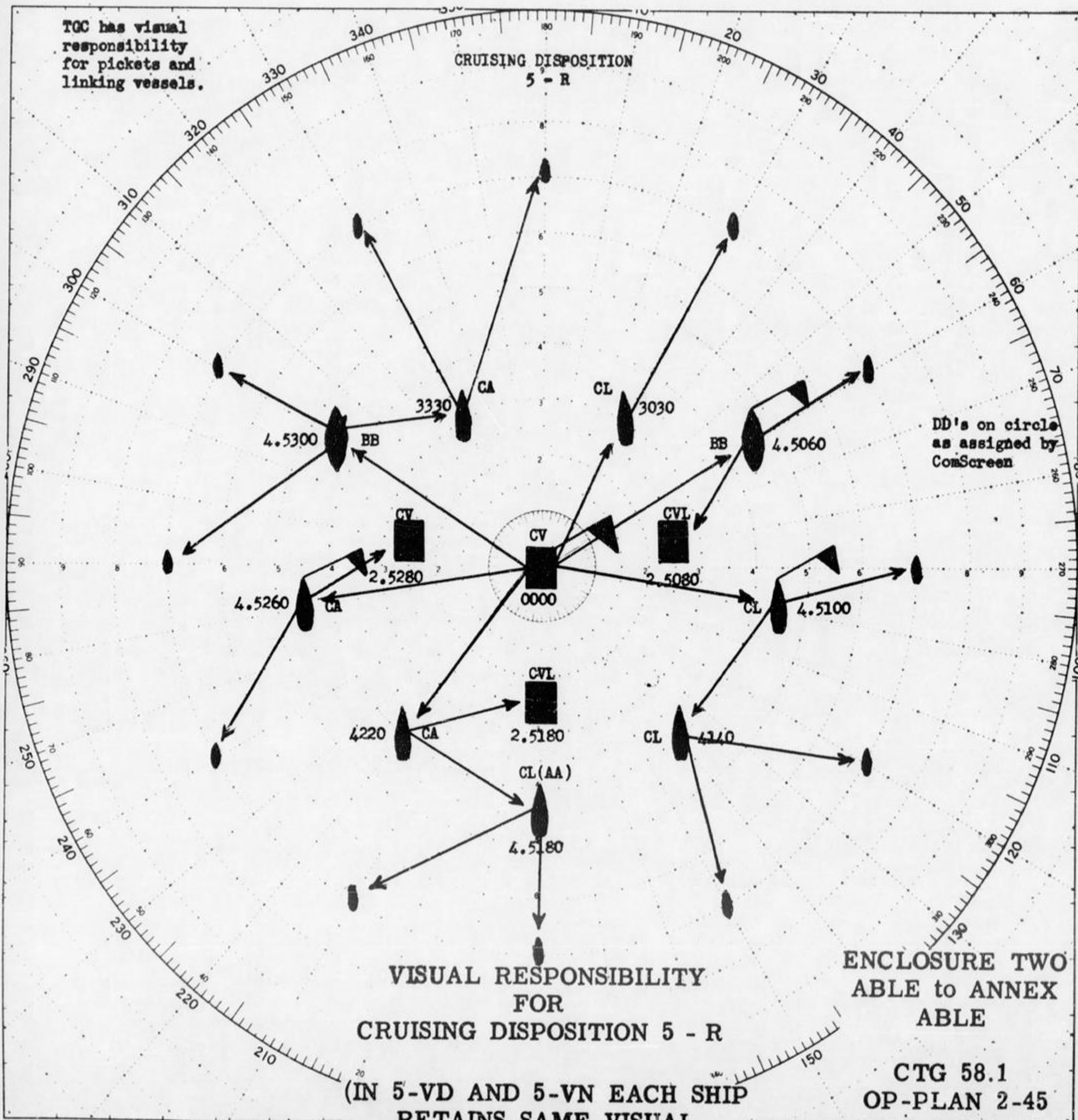
UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

AT SEA
17 April 1945

- (a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
BENNINGTON (F) - Rear Admiral T. L. SPRAGUE 2 CV
BELLEAU WOOD 2 CVL
SAN JACINTO
- (b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr..
Task Unit 58.1.21 - Battleships - Rear Admiral J. F. SHAFROTH, Jr.
BatDiv 8 (less ALABAMA) 2 BB
MASSACHUSETTS (F)
INDIANA
Task Unit 58.1.22 - Cruisers - Rear Admiral F.E.M. WHITING
CruDiv 14 (less HOUSTON) 3 CL
VINCENNES (F)
MIAMI
VICKSBURG
CruDiv 10 (less BOSTON, CANBERA) - Rear Admiral L. J. WILTSE
BALTIMORE (F) 3 CA
PITTSBURGH
QUINCY
SAN JUAN 1 CL(AA)
- (c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERMAN 9 DD
DesRon 61
DesDiv 121 DEHAVEN (SF) DesDiv 122 SAMUEL N. MOORE (F)
MANSFIELD BLUE
LYMAN K. SWENSON BRUSH
COLLETT TAUSSIG
MADDOX
DesRon 25 DesDiv 50
DesDiv 49 JOHN RODGERS (SF) DASHIELL (F) 5 DD
HARRISON SCHROEDER
McKEE
DesDiv 106 WEDDERBURN (F) 3 DD
TWINING
STOCKHAM

TGC has visual responsibility for pickets and linking vessels.

CRUISING DISPOSITION 5 - R



VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

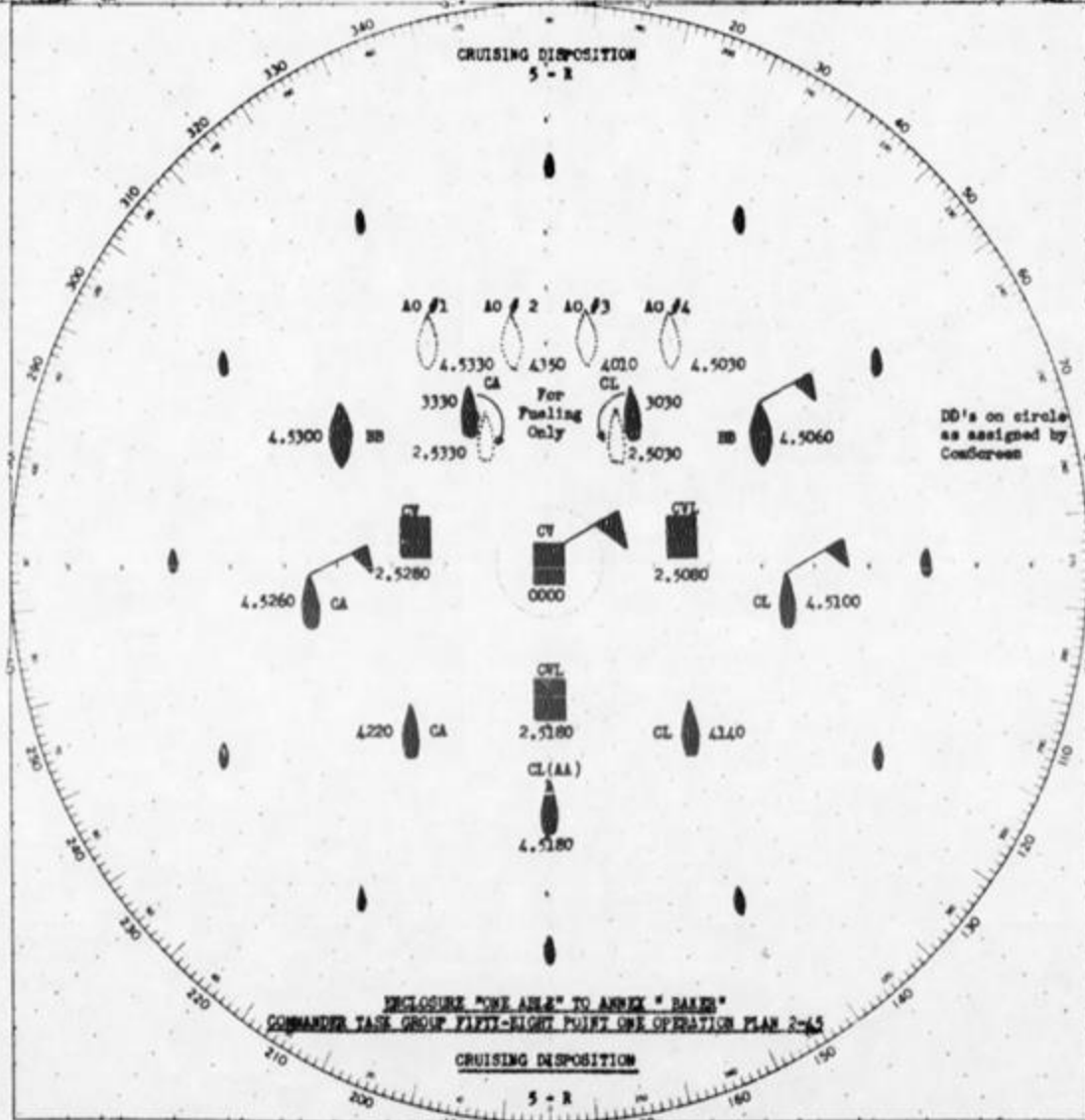
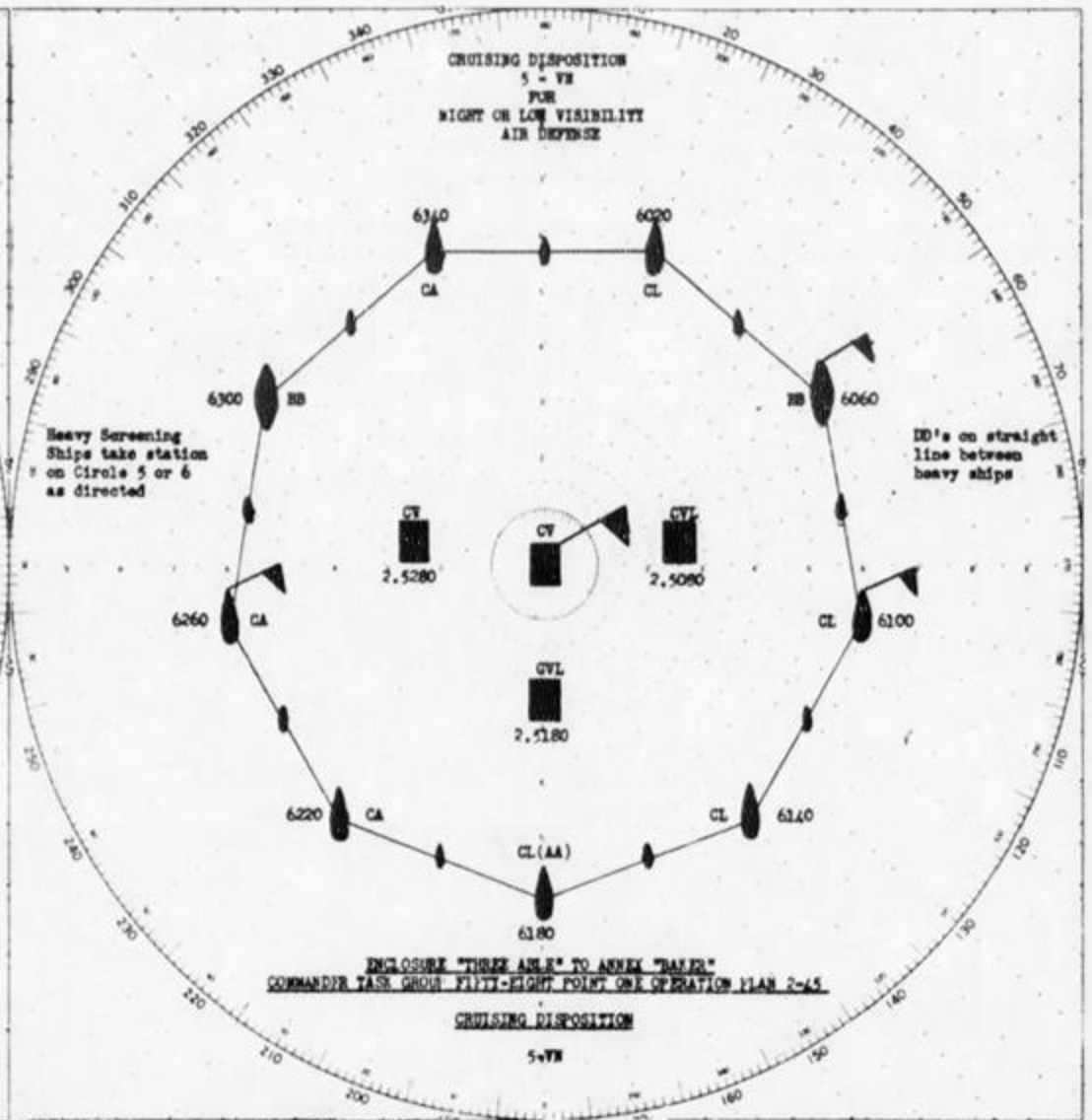
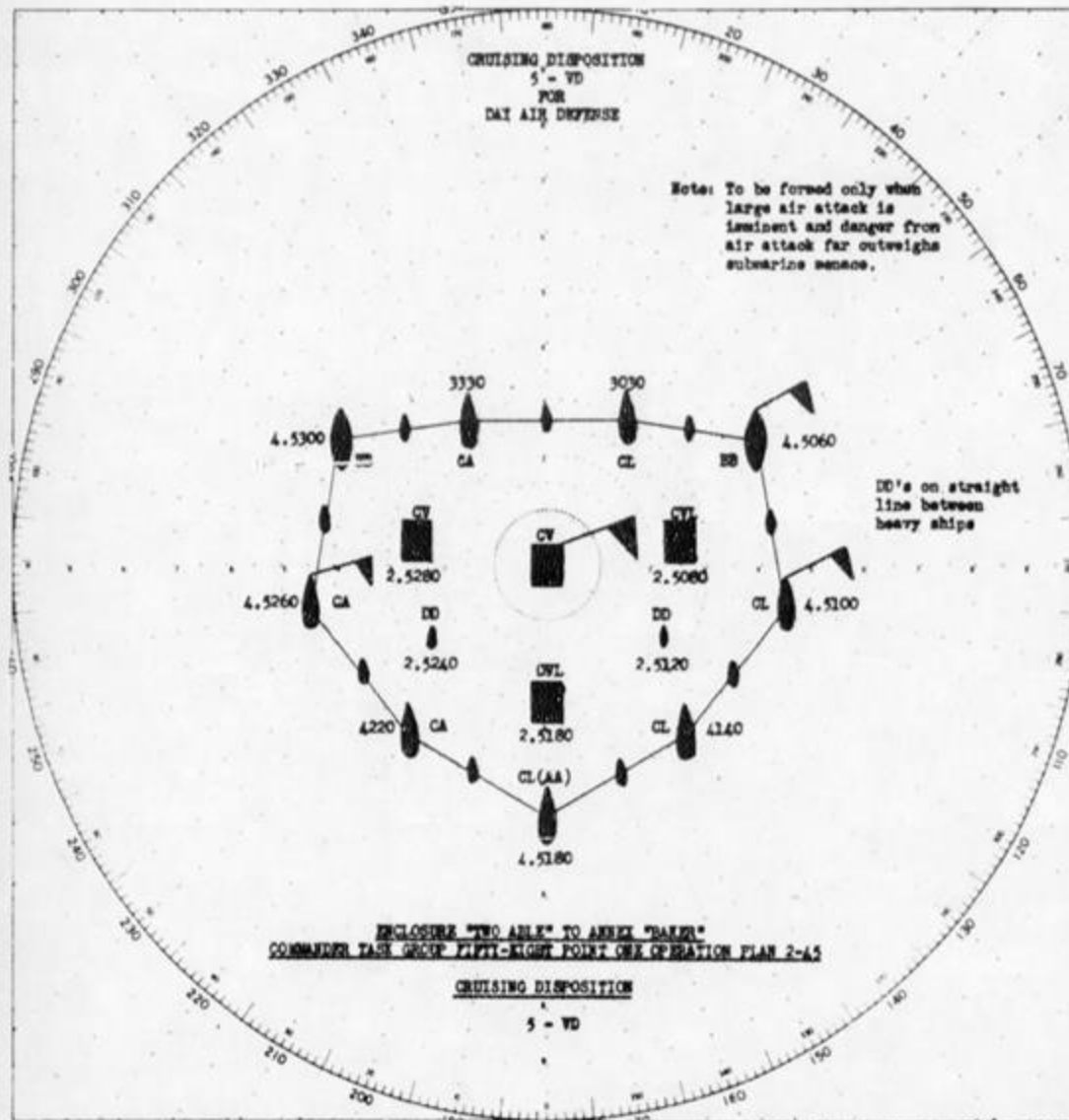
(IN 5-VD AND 5-VN EACH SHIP RETAINS SAME VISUAL RESPONSIBILITY AS IN 5 - R)

ENCLOSURE TWO ABLE to ANNEX ABLE

CTG 58.1
OP-PLAN 2-45

17 APRIL, 1945

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ENCLOSURES ONE ABLE, TWO ABLE
and THREE ABLE to CTG 58.1
OP-PLAN 2-45

17 APRIL, 1945

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

CCD5/A4-3(1)
Serial 0005

UNITED STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT,
TASK GROUP FIFTY-EIGHT POINT ONE,
U.S.S. HORNET, Flagship.

TOP SECRET

MAJOR SURFACE ACTION PLAN 2-45.
(Task Group 58.1 only)

AT SEA
17 April 1945

TASK ORGANIZATION

(a) Task Unit 58.1.4 - Carrier Unit - Rear Admiral J. J. CLARK.

Task Unit 58.1.41 - Carriers

HORNET (FF)

BENNINGTON (F) - Rear Admiral T.L. SPRAGUE

2 CV

BELLEAU WOOD

SAN JACINTO

2 CVL

Task Unit 58.1.42 - Cruiser - Captain C. H. BAHM

SAN JUAN (F)

1 CL(AA)

Task Unit 58.1.43 - Carrier Screen - Captain T. H. HEDERMAN

DESRON 61

DESDIV 121 (less MADDOX)

DEHAVEN (SF)

MANSFIELD

L. K. STEENSON

COLLETT

DESDIV 122

S. N. MOORE (F) 3 DD

BLUE

BRUSH

TAUSSIG

(b) Task Unit 58.1.5 - Support Unit - Rear Admiral J. F. SHAFROTH, Jr.

Task Unit 58.1.51 - Battle Line

BATDIV 8 (less ALABAMA)

MASSACHUSETTS (F)

INDIANA

2 BB

Battle Line Screen - Captain H. O. PARISH (Comdr. W. C. WINN)

DESDIV 50 (less SIGSBEE plus MADDOX)

DASHIELL (F)

SCHROEDER

MADDOX

3 DD

Task Unit 58.1.52 - Light Forces Left - Rear Admiral F. E. M. WHITING

CRUDIV 14 (less HOUSTON)

VINCENNES (F)

MIAMI

VICKSBURG

3 CL

Light Forces Left Screen - Comdr. J. H. HOGG

DESDIV 106 (less YARNALL)

WEDDERBURN (F)

TWINING

STOCKHAM

3 DD

TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

Task Unit 58.1.53 - Light Forces Right - Rear Admiral L. J. WILTSE
CRUDIV 10 (less BOSTON and CANBERRA)
BALTIMORE (F)
PITTSBURGH
QUINCY 3 CA

Light Forces Right Screen - Captain J. W. LUDEWIG
DESDIV 49
JOHN RODGERS (F)
HARRISON
MC KEE 3 DD

1. Information as contained in my Operation Plan 2-45, Commander FIFTH FLEET Operation Plan 1-45, Commander FIRST CARRIER TASK FORCE Operation Order 2-45 and in current despatches.

Assumptions. That enemy surface forces are equal or inferior to own forces.

2. This force will destroy enemy surface units by gunfire, destroyer torpedo attacks and air attacks.
3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.

(b) Support Unit engage enemy and destroy with gunfire and torpedoes.

(x) This plan will be placed in effect by signal.

4. - - - - -

5. Communications in accordance with ANNEX "ABLE" my Operation Plan 2-45. Commander Support Unit in MASSACHUSETTS. Commander Task Group 58.1 in HORNET.

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE,
Commander Carrier Division FIVE

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieut., U.S.N.R.,
Flag Secretary.

CTG 58.1
OpPlan 2-45

REVISION THREE

ENCLOSURE ONE TO ANNEX JIG-2
MAJOR SURFACE ACTION PLAN 2-45

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ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

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

OPERATION ORDER
ComBatDiv 8 No. 2-45

TASK ORGANIZATION

UNITED STATES PACIFIC FLEET
TASK GROUP FIFTY-EIGHT POINT ONE
COMMANDER TASK UNIT FIFTY-EIGHT POINT
ONE POINT FIVE
COMMANDER BATTLESHIP DIVISION EIGHT
U.S.S. MASSACHUSETTS, Flagship.

AT SEA
17 April 1945

58.1.5 - Support Unit - Rear Admiral J. F. SHAFROTH, U.S.N.

- (a) 58.1.51 Battle Line - Rear Admiral J. F. SHAFROTH, U.S.N.
BatDiv EIGHT less ALABAMA
MASSACHUSETTS (F), INDIANA 2 BB
- Battle Line Screen - Captain H. O. PARISH, U.S.N.
DesDiv FIFTY less SIGSBEE plus MADDOX (Comdr. W.C. WINN)
DASHIELL (F), SCHROEDER, MADDOX 3 DD
- (b) 58.1.52 Light Forces Left - Rear Admiral F.E.M. WHITING, U.S.N.
Cruisers
CruDiv FOURTEEN less HOUSTON
VINCENNES (F), MIAMI, VICKSBURG 3 CL
- Light Forces Left Screen - Comdr. J.H. HOGG, U.S.N.
DesDiv ONE HUNDRED SIX less YARNALL
WEDDERBURN (F), TWINING, STOCKHAM 3 DD
- (c) 58.1.53 Light Forces Right - Rear Admiral L. J. WILTSE, U.S.N.
Cruisers
CruDiv TEN less BOSTON
BALTIMORE (F), PITTSBURGH, QUINCY 3 CA
- Light Forces Right Screen - Captain J. W. LUDEWIG, U.S.N.
DesDiv FORTY-NINE
JOHN RODGERS (SF), HARRISON, MCKEE 3 DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.
2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.
3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.
(x) (1) Engagements will be fought in accordance Battle Plan 1L3 USF10A unless otherwise directed.
(2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45

REVISION THREE

ENCLOSURE TWO TO ANNEX JIG - 1
COMBATDIV EIGHT OPERATION ORDER 2-45.

194

ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBI-8/A16-3

Serial 0002

TOP SECRET

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

4 RS

Battle Line	0000
CruDiv TEN	6040
CruDiv FOURTEEN	6320
Screen	As directed

4 V9S

BALTIMORE	4020
PITTSBURGH	4065
QUINCY	4110
MASSACHUSETTS	4155
INDIANA	4200
VICKSBURG	4245
MIAMI	4290
VINCENNES	4335
SCREEN	On course between heavies

4 S9S

Position as for 4 V9S except heavies on Circle 2.5, Screen on Circle 6.

4 NS

Battle Line	0000
CruDiv TEN	4050
CruDiv FOURTEEN	4310
Screen	Circle 7

Note 1: MASSACHUSETTS guide all dispositions.

2: ComBatRon TWO Standard Annex Baker Cruising Dispositions apply.

CTG 58.1
OpPlan 2-45

REVISION THREE

APPENDIX I
ENCLOSURE TWO TO ANNEX JIC-3
COMBATDIV EIGHT OPERATION ORDER 2-45

SECRET

AT SEA
21 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Holders of CTG 58.1 Operation Plan 2 - 45.
Subject: Change No. 6 to CTG 58.1 Operation Plan 2 - 45.

1. The following changes, deletions and additions to CTG 58.1 Operation Plan 2 - 45 are effective upon receipt.

ANNEX BAKER

1 (b), Page 2

Battleships - Cruisers (5-R)
VICKSBURG and VINCENNES exchange stations.

1 (d), Page 3

Battleships - Cruisers (5-VN)
VICKSBURG and VINCENNES exchange stations.

ANNEX CHARLIE

Part I - Delete paragraphs 14, 15 and 16.

Insert new pages 4 and 5 to Annex CHARLIE.

ANNEX JIG

ENCLOSURE THREE TO ANNEX JIG - 1. "HEAVY AA DOCTRINE"

Add to I. (a) (1) the following:

" , unless the plane is in level flight and directly over the formation at an altitude of 20,000 feet or more in which case the Task Group Commander will give the order to open fire."

Add sub-paragraph I. (a) (5):

(5)"When enemy planes approach the formation from outside the disposition normally only those ships on approximate semi-circle and which have a clear bearing shall open fire."

Under "CAUTIONS" add sub-paragraph (3):

(3)"When enemy planes dive on the formation they should be brought under fire at earliest possible moment by all possible ships but 5 inch guns should not be fired at a position angle that will permit the trajectory to pass less than 750 feet above ships of the formation. Roughly this will vary from 10 degrees for planes in a shallow dive on a more distant ship, up to approximately 25 degrees for a target making a steep dive on an adjacent ship. Our gun crews and control personnel have experienced

CCD5/14-3(1)
Serial 0047
SECRET

Subject: Change No. 6 to CTG 58.1 Operation Plan 2-45.

Under "CAUTIONS" add sub-paragraph (3): (Cont'd)

sufficient action against the enemy to make firing into our own ships not so much a matter of lack of control but rather lack of knowledge as to the tremendous lead angles involved when firing at high speed targets. With the advent of the jet propelled plane and buzz bomb with target speeds up to 600 knots this factor of lead angle becomes increasingly important. Both to insure that our ships are not hit by our own gun fire and to obtain early hits on enemy planes, Commanding Officers must take positive steps to indoctrinate their gunnery personnel to understand that guns are not necessarily trained in a safe direction even though the sights may be so trained. Indoctrination can best be accomplished by working out actual problems involving the extreme dive and deflection shots likely to be encountered in the station occupied."

ENCLOSURE THREE TO ANNEX JIG - 2.

Add to Paragraph IV.

"except do not open fire on planes which are outside 10,000 yards unless a good solution has been obtained. Use only flashless powder unless planes are attacking the formation. Ships without Mk 22 radar should be stationed between ships with this equipment and should not open fire with full radar control until they have a good solution. It is necessary to take enemy planes under fire in time to prevent our ships from being torpedoed, but it must also be remembered that random shooting is more inaccurate. In order to shoot down the enemy plane the solution must be good and the plane must also be within effective gun range."

J. J. CLARK,
Rear Admiral, U. S. Navy,
Commander Task Group FIFTY-EIGHT POINT ONE

AUTHENTICATED:

H. S. Rosenblatt
H. S. ROSENBLATT,
Lieut. USNR,
Flag Secretary.

CTG 58.1
OpPlan 2-45

Change No. SIX

197

PART III

MAIL

1. Mail deliveries will be handled as directed by the T.G.C.. Normally U.S. Mail will be in the Tanker in station #1 and the Flagship will fuel from that Tanker. Any O.M. mail on the Flagship will be passed to the Tanker and will in turn be distributed by the Tanker to destroyers alongside commencing with the Second Destroyer as follows:
 - Second Destroyer - U.S. and O.M. Mail for all BB's and carriers less the Flagship.
 - Third Destroyer - U.S. and O.M. Mail for all CA's and CL's.
 - Fourth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron.
 - Fifth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron plus all remaining destroyers.
2. The first destroyer alongside the tanker in Station #1 will not accept any mail from the tanker but will receive its mail from the destroyer delivering to ships of its squadron.
3. Where mail is on another tanker in addition to the tanker in Station #1 mail delivery destroyers will proceed to that tanker and pick up mail as in paragraph 1 before making deliveries.
4. Ships receiving mail, freight or passengers from destroyers should not give other mail to destroyers alongside without first notifying and receiving orders from the Screen Commander or the T.G.C..
5. Guard mail from and to ships of the T.G. will be handled as follows. On fueling days mail delivery destroyers will pick up guard mail for units of this group and other units of Task Force 58 and will deliver to Flagship for consolidation and further delivery to addressees as directed by the Task Group Commander. Mail for other units of Task Force 58 will be sent by Flagship at first opportunity to C.T.F. 58 for further delivery following practice now standard in this force. Any mail received marked "URGENT" on the envelope will be given special handling. Carriers are expected to use photographic pickup destroyers for mail to Flagship. Ships having "URGENT" mail on non-fueling days will advise the Task Group Commander, information ComScreen, stating the urgency of the mail and the addressees. Careful use of the classification "URGENT" is requested in the interest of reducing destroyer trips and maintenance of a proper screen. When practicable mail delivery destroyers will make division flagships before ships of that division unless informed by such flag officers that this sequence is not necessary.
6. In the interest of expediting mail deliveries following procedure concerning receipts will apply in this task group. Registered and officer messenger mail receipts are to be placed in regular guard mail for routine delivery. Visual receipts may be given if desired.

PART III MAIL (Cont'd)

7. All outgoing U.S. mail will be placed directly on tankers by each ship unless otherwise ordered. Press copy, unprocessed motion picture films for public relations purposes and other public relations material will be placed directly on tankers.

PART IV

PERSONNEL

1. Replacement personnel where available at sea will be allocated by the Task Group Commander in accordance with proportionate need. Each ship and command in the Task Group will submit a copy of BuPers form 625 to the Task Group Commander on the first day of each month. Red ink will be used to indicate on that form alongside each rate personnel required to fill vacancies.
2. Where additional vacancies occur by reason of transfers or other cause during the month ships desiring additional personnel not requested in BuPers form 625 will advise the Task Group Commander.
3. Outgoing passengers and personnel for rear areas and the United States will be placed on tankers directly by each ship while fueling. Ships transferring such personnel will send a despatch to the Commander of the Logistic Support Group, information to the Task Group Commander, advising him that personnel have been transferred.
4. All ships will submit a copy of Roster of Officers to the Task Group Commander each month.

AUTHENTICATED:

H. S. Rosenblatt

H. S. ROSENBLATT,
Lieut., USNR,
Flag Secretary.

UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

CCD5/A4-3(1)
Serial: 0050

SECRET

25 April 1945.

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To : Task Group FIFTY-EIGHT POINT ONE.

Subject: Change No. 7 to CTG 58.1 Operation Plan 2-45.

Enclosure: (A) Enclosure TWENTY to CTG 58.1 Operation Plan 2-45.

1. Enclosure (A) is effective on receipt and should be included in CTG 58.1 Operation Plan 2-45.

2. In Annex JIG Enclosure 3 paragraph 1(a)(5) add the following at end of paragraph.

"on the nearest plane."

H. S. Rosenblatt
H. S. ROSENBLATT,
By direction.

Copy to:
CTF 58.

SECRET

ENCLOSURE TWENTY TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

TIME SCHEDULE FOR SEVEN TARGET COMBAT AIR PATROLS.

Sunrise 0550
Sunset 1850

TIME:	NAME	ON	STATION	LAUNCH:	HORNET	BENNINGTON:	B. WOOD:	SAN JAC	VF:	VB:	VT:	VF:	VB:	VT:	VF:	VT:
0500:	TCAP #1:	0545-0730	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
0520:	DCAP #1:	0545-0730	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
0645:	TCAP #2:	0730-0915	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
0830:	TCAP #3:	0915-1100	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
0830:	DCAP #2:	0915-1100	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
0840:	DCAP #1:	0915-1100	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
0840:	TCAP #1:	0915-1100	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1015:	TCAP #4:	1100-1245	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1025:	TCAP #2:	1100-1245	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1200:	TCAP #5:	1245-1430	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1200:	DCAP #3:	1245-1430	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1210:	TCAP #3:	1245-1430	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1210:	DCAP #2:	1245-1430	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1345:	TCAP #6:	1430-1615	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1355:	TCAP #4:	1430-1615	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1530:	TCAP #7:	1615-1800	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1530:	DCAP #4:	1615-1800	:Launch:	:	:	:	:	:	:	:	:	:	:	:	:	:
1540:	TCAP #5:	1615-1800	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1540:	DCAP #3:	1615-1800	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1715:	TCAP #6:	1615-1800	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1835:	TCAP #7:	1615-1800	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:
1835:	DCAP #4:	1615-1800	:Land :	:	:	:	:	:	:	:	:	:	:	:	:	:

NOTE 1. When RAPCAPS are flown they will be launched and landed with DCAPS.

NOTE 2. When ICAPS are flown they will be launched and landed with TCAPS.

CTG 58.1
OpPlan 2-45

ENCLOSURE TWENTY TO ANNEX EASY
TIME SCHEDULE FOR SEVEN TARGET COMBAT AIR PATROLS.