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COMMANDER TASK GROUP 38.2

OPERATION

ORDER

3-44

Dated 7 October 1944

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~~TOP SECRET~~

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DECLASSIFIED

Authority NND 740120

SEP 3 - 1976

By CD 183 NARS, Date \_\_\_\_\_

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UNITED STATES PACIFIC FLEET  
AIR FORCE  
COMMANDER CARRIER DIVISION FOUR

7 October 1944.

OPERATION ORDER

No. 3-44

TASK ORGANIZATION

Task Group 38.2 - Rear Admiral Bogan

(a) Task Unit 38.2.1 (Carrier Unit) - Rear Admiral Bogan

INTREPID (CV-11) (F)  
BUNKER HILL (CV-17) HANCOCK (CV-19) 3 CV  
CABOT (CVL-28)  
INDEPENDENCE (CVL-22) 2 CVL

(b) Task Unit 38.2.2 (Support Unit) Rear Admiral Hustvedt.

\*BatDiv-7

IOWA (BB-61) (F)  
\*\* NEW JERSEY (BB-62) (FFF) 2 BB

\*CruDiv-14 (Less VICKSBURG) - Rear Admiral Whiting

VINCENNES (CL-64) (F)  
HOUSTON (CL-81)  
MIAMI (CL-89) 3 CL

(c) Task Unit 38.2.3 (Screen Unit) Captain Mullan

CruDiv-11 (Less Reno, San Juan)

SAN DIEGO (CLAA-53)  
OAKLAND (CLAA-95) 2 CLAA

\*DesRon-52 - Captain Womble 9 DD

\*DesDiv-103 - Captain Womble

OWEN (DD-536) (F)  
MILLER (DD-535)  
THE SULLIVANS (DD-537)  
STEPHAN POTTER (DD-538)  
TINGEY (DD-539)

\*DesDiv-104 - Captain Bell

\*\* HICKOX (DD-673) (F)  
\*\* HUNT (DD-674)  
\*\* LEWIS HANCOCK (DD-675)  
MARSHALL (DD-676)

DesRon-53 - Captain Jarrett 9 DD

DesDiv-105 - Captain Jarrett

CUSHING (DD-797) (F)  
COLAHAN (DD-658)  
HALSEY POWELL (DD-686)  
UHLMANN (DD-687)  
BENHAM (DD-796)

DesDiv-106 - Comdr. Thompkins

YARNELL (DD-541) (F)  
STOCKHAM (DD-683)  
WEDDERBURN (DD-684)  
TWINING (DD-540)

NOTE: \* Assigned to Task Force 34 by ComTHIRDFleet.

\*\* Fleet Flagship Group, T.G. 50.1 (NEW JERSEY, HUNT, HICKOX, and LEWIS HANCOCK) may operate independently when so ordered by ComTHIRD FLEET.

C.T.G. OpOrder 3-44

## 1. Information.

General situation as stated page 1, C.F.C.T.F.P. OpOrder No. 11-44.

Enemy Forces. Sources of information of the enemy are contained in:

- (a) Current JICPOA Bulletins.
- (b) Intelligence Annex "E", C.W.P.T.F. OpPlan No. 14-44; Intelligence Annex "F", C.F.C.T.F.P. OpOrder No. 11-44; and Intelligence Summary Annex Dog to this order.
- (c) Special Intelligence data prepared by JICPOA and ACI section of ComAirPac for distribution to this group.
- (d) Current Dispatches.

## Own Forces:

- (a) Sources of information of own forces, their composition and movements, are contained in current operations plans and orders issued by Task Force Commanders for King II.
- (b) This operation order is derived directly from CONFIRSTCarTaskForce OpOrder No. 11-44 and Commander Western Pacific Task Forces OpPlan No. 14-44.

## 2. Mission

- (a) For period A-14 to A-11, enroute to objective area.
- (b) Subsequent to A-11, strike targets and furnish support as provided in paragraphs 2 and 3, page 2, C.F.C.T.F.P. OpOrder No. 11-44 and as scheduled in Annex "C" thereto, and in accordance with Annex Able to this order.
- (c) Destroy enemy naval or air forces as they are located.

## 3. (a) Task Unit 38.2.1 (Carrier Unit)

- (1) Gain control of the air in target areas.
- (2) Conduct strikes and reconnaissance and provide CAP and ASP as scheduled in Air Plan, Annex Able, to this order.
- (3) Furnish such other sweeps, strikes, reconnaissance, CAP, ASP, air search, observation, scouting, night aircraft, Hunter-Killer Operations, and support operations as may be directed.
- (4) Be prepared to launch air attack in conjunction with surface action and to repel attacks by enemy air and surface forces.

## (b) Task Unit 38.2.2 (Support Unit)

- (1) Support and defend the disposition against enemy air and surface attacks.

- (2) Be prepared to conduct anti-submarine patrol using VO/VCS aircraft.
- (3) Be prepared to employ VO/VCS aircraft to spot gunfire.
- (4) Vessels equipped with VHF and Fighter Director Officers be prepared to assume Fighter Direction.
- (5) Provide seaplane rescue service in accordance with Rescue Doctrine, Part I, Annex George, hereto. From A-10 to end of operation during daylight hours, of downed carrier personnel. When weather conditions are such that seaplane operations are not considered safe, C.T.U. 38.2.2 will so inform C.T.G. 38.2 and will advise when rescue seaplane watch again is set. Inform Task Group of seaplane rescue duty schedule.

(c) Task Unit 38.2.3 (Screen Unit)

- (1) Screen disposition against enemy submarines and light surface units.
  - (2) Support and defend disposition against enemy air and surface attacks.
  - (3) Conduct Hunter-Killer operations assisted by ASP as provided in Part V, Annex George, hereto.
  - (4) Provide pickets in accordance with Annex "B" and page 4, Annex "C" C.F.C.T.F.P. OpOrder No. 11-44 and Annex Charlie to this order.
  - (5) Be prepared to furnish pickets in accordance with paragraph 5, page 5, Annex "C" C.F.C.T.F.P. OpOrder 11-44.
  - (6) Provide personnel rescue services in accordance with Rescue Doctrine, Part I, Annex George, hereto.
  - (7) DesRon 52 be prepared to operate as part of T.F. 34 as provided in Annex "O" C.I.P.T.F. OpPlan No. 14-44.
  - (8) Vessels equipped with VHF and Fighter Director Officers be prepared to assume Fighter Direction.
- (x) (1) This order is effective upon receipt.
- (2) Sortie in accordance with sortie order.
  - (3) "A" Day will be prescribed by Commander Western Pacific Task Forces (20 October 1944 - East Longitude date - for planning purposes).
  - (4) Cruising instructions and formations as in Annex Charlie, hereto.
  - (5) Amendments and interpretations of USF 10(A) and other tactical instructions as in Cruising Instructions, Annex Charlie, hereto and Special Doctrine, Annex George, hereto.
  - (6) Movements will be directed by dispatches. Reference points are contained in Annex Charlie.
  - (7) Aircraft rescue provisions in accordance with Part I, Annex George.
  - (8) Fueling plans, formations, and instructions are contained in Annex Easy.

- (9) Commanding Officers take measures to prevent attacks on friendly submarines and aircraft. Submarine sanctuaries and attack restrictions are set forth in Section 2, Part IV, Annex George. Friendly aircraft types which may be expected are listed in Section 1, Part IV, Annex Dog.
- (10) Keep Commander Task Group 38.2 informed of the tactical situation in the target area.
- (11) Submit reports promptly in accordance with Annex Item.
- (12) Be prepared to execute Battle Plan as contained in Annex Fox.

#### 4. Logistics

- (a) As stated in C.F.C.T.F.P. OpOrder No. 11-44.
5. (a) Communications in accordance with USF -70 (A), CentCom TWO, Annex "F" to C.W.P.T.F. OpPlan No. 14-44, Annex "E" to C.F.C.T.F. OpOrder 11-44 and Annex Baker to this order.
  - (b) Commander First Carrier Task Force, Pacific Instructions (FirstCarTFI.1) effective.
  - (c) Unless otherwise directed use zone minus 9 (Item) time and East longitude date.
  - (d) Commander Task Group THIRTY\*EIGHT POINT TWO in INTREPID.

*C. F. Hogan*  
C. F. HOGAN

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Distribution List - Commander Task Group 38.2 OpOrder No. 3-44.

Cominch (1 Air Mail)	5	ComGenAlliedAirForce	1
OpNav	2	ComGenMarWingsPac	1
CinCPac (1 Air Mail)	5	AdComFIFTHPhibFor	1
Deputy CinCPac	2	AdComFIFTHPhibCorps	1
ComTHIRDFlt	5	ComCarTransRonPac	1
CTF 38	5	AdComFMFPac	1
ComFIFTHFlt	1	JICPOA	1
ComBatPac	1	ComSupAirPac	1
ComAirPac	1	AdComPhibsPac	1
ComCruPac	1	ComGenXIVCorps	1
ComDesPac	1	ComForwardArea, CentPac	1
ComSubsPac	1	ComAirForwardArea, CentPac	1
ComPhibForPac	1	Deputy ComForwardArea, CentPac	1
ComServPac	1	ComMARSHALLS*GILBERTS Area	1
ComSoPacFor	1	AtComMAJURO	1
ComAirSoPacFor	1	AtComENIWE TOK	1
ComServRonsSoPacFor	1	IsComGUAM	1
ComNorPacFor	1	IsComSAIPAN	1
ComGenPOA	1	IsComTINIAN	1
ComGenAAFP OA	1	ComWesCAROLINESSubArea	1
ComGenCentPac	1	ComAirWesCAROLINESSubArea	1
ComServRon-2	1	IsComPELELIU	1
ComServRon-6	1	IsComANGAUR	1
ComServRon-8	1	IsComYAP	1
ComServRon-10	1	AtComULITHI	1
ComTHIRDPhibFor	3	CNB MANUS	1
ComGenTHIRDPhibCorps	1	ComCruDiv-9	2
ComFIFTHPhibFor	1	SCOFA, CentPac	1
ComGenFIFTHPhibCorps	1	ComCarDiv-3	1
ComGrpONE, PhibForPac	1	ComCarDiv-6	1
ComGrpTWO, PhibForPac	1	ComCarDiv-11	1
ComGrpTHREE, PhibForPac	1	ComCarDiv-22	1
ComGrpFOUR, PhibForPac	1	ComCarDiv-24	1
ComGrpFIVE, PhibForPac	1	ComCarDiv-25	1
ComGrpSIX, PhibForPac	1	ComCarDiv-26	1
ComGenXRAYProvPhibCorps	1	ComCarDiv-27	1
CinCSOWesPac	5	ComCarDiv-28	1
ComSEVENTHFlt	3	HOGGATT BAY (CVE-75)	1
ComSEVENTHPhibFor	3	Captain J.T. AUFF (in JOHN	
ComAirSEVENTHFlt	2	D. HENLEY)	5
ComServRonsSEVENTHFlt	1	C.O. HANCOCK	10
ComSubsSEVENTHFlt	1	C.O. CVG-7	20
ComGenFIFTHAirForce	1	C.O. TICONDEROGA	1
ComGenSEVENTHAirForce	1	C.O. RANDOLPH	1
ComGenTHIRTEENTHAirForce	1	C.O. BENNINGTON	1
ComGenTWENTYIETHAirForce	1	C.O. BATAAN	1

CTG 38.2  
OpOrder 3-44

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Distribution



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Distribution List (Cont'd).

<u>ComTaskGroup 38.1</u>	3	ComDesDiv-106	5
C.O. INTREPID	10	C.O. YARNELL	3
ComAirGroup INTREPID	20	C.O. STOCKHAM	3
C.O. BUNKER HILL	10	C.O. WEDDERBURN	3
ComAirGroup BUNKER HILL	20	ComTaskGroup 38.4	3
C.O. CABOT	10	ComTaskGroup 38.3	3
ComAirGroup CABOT	15		
C.O. INDEPENDENCE	10		
ComAirGroup INDEPENDENCE	15	<u>Deferred Distribution:</u>	
ComBatDiv-7	5	Naval War College	1
C.O. IOWA	5	ANSCOL	1
C.O. NEW JERSEY	5	MarCorps Schools	2
ComCruDiv-4	5		
C.O. VINCENNES	4		
C.O. HOUSTON	4		
C.O. MIAMI	4		
ComCruDiv-11	5		
C.O. SAN DIEGO	4		
C.O. OAKLAND	4		
ComDesRon-52	5		
C.O. OWEN	3		
C.O. MILLER	3		
C.O. THE SULLIVANS	3		
C.O. STEPHEN POTTER	3		
C.O. TINGEY	3		
ComDesDiv-104	5		
C.O. HICKOX	3		
C.O. HUNT	3		
C.O. LEWIS HANCOCK	3		
C.O. MARSHALL	3		
ComDesRon-53	5		
C.O. CUSHING	3		
C.O. COLAHAN	3		
C.O. HALSEY POWELL	3		
C.O. UHLMANN	3		
C.O. BENHAM	3		

G.F. BOGAN

Authenticated by:

*A.B. Morgan*  
A.B. Morgan,  
Lt-Comdr., USNR  
Flag Secretary.

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ANNEX ABLE  
AIR PLAN

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Part I

General Instructions for Aircraft.

References: (a) ComFirstCarTaskForPac Instructions  
1-44.  
(b) USF 77A.  
(c) USF 10A.  
(d) CFCTF OpOrder 11-44.

A. General Directive.

1. This Annex contains information and directives required by this Task Group to carry out its air assignments. Special doctrines and intelligence are contained in Annexes Dog and George. References (a), (b) and (c) will be referred to.

B. Air Mission.

1. Pilots and air groups are expected to:

(a) Hit the target.

(b) Expedite operations around carrier with due regard to safety.

2. Targets.

(a) Priority in accordance with Annex "C" of reference (d).

(b) Specific targets as assigned in Part III of this Annex.

C. General Instructions.

1. Unless otherwise ordered, standard procedures prescribed in publications referred to above will be used for the operation of aircraft. Specific instructions are emphasized herewith.

(a) Launch, Land, Refuel, Rearm, Respot with the least possible delay. The schedule must be maintained.

(b) Report to CTG by flaghoist when ready for launching.

(c) Report number and types of planes launched or landed by visual signal to CTG at conclusion of each operation.

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(d) Degas as many planes kept on hangar deck at night as practicable.

(e) On strike days arm planes in morning prior to launch. Following last landing dearm all planes except for machine gun ammunition.

(f) Report number of bombs and rockets by type remaining aboard at end of each day. Use alphabet system in reporting.

(g) Commensurate with the operation involved, send sufficient photographic planes to provide factual evidence of damage done and state of the enemy's defenses. Land these planes first if possible to hasten the processing of negatives.

(h) Aircraft rendezvous areas will be the same for both day and night. During predawn launchings and to facilitate landings after dark (not for VF(N) or VT(N)) carrier and rendezvous picket DD's will burn glow lights. BUNKER HILL - all green. INTREPID - all red. CABOT - all blue.

(i) Be prepared to load torpedoes.

(j) Night aircraft procedure in accordance with Paragraph 6388, Part VI, FIRST CAR TFI-1.

(k) Turn on your IFF.

(l) All VF leaders, Squadron Commanders, and Air Group Commanders will be briefed in the duties and responsibilities of Air Coordinator. See Section 12, Chapter XXVI Amphibious Forces, U.S. Pacific Fleet.

(m) Do not land planes aboard with bombs in open racks.

(n) Tentative doctrines concerning: 1. Target coordinators 2. Strike leaders 3. Composition of strikes 4. Priority of targets 5. Attacks against combatant ships 6. Night Fighter Defense as contained in ComFirstCarTaskFor Memorandum for Task Group Commanders, serial 00471 of 30 September 1944 are in effect during current operations.

ANNEX ABLE  
AIR PLAN  
PART II

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1. Searches. All carriers be prepared to launch searches. VF(N) planes will be used if practicable.
2. Patrols. Unless otherwise directed CAP and ASP will be launched 30 minutes before sunrise and recovered at sunset. Daylight patrols will be divided into four equal periods and relieved on station. ASP will consist normally of 4 VT-B loaded with two 350 lb. depth bombs and four 3½" solid head rockets when applicable. Diagram in Enclosure (A) to Part II indicates flight paths of ASP with accompanying anti-snooper VF. ASP for the Task Force will consist of 5 VT-B accompanied by VF and will be flown in accordance with diagram on page 9, Part III FirstCAR TFI-1.
3. Anti-Snooper VF will accompany each plane flying the ASP when directed. The Anti-Snooper fighter should keep station 500 to 1000 feet above the ASP plane and slightly astern.
4. ASP plane calls consist of the sector number of the patrol plan, followed by the carriers voice call. Anti-Snooper fighter will use proper sector number but "Fox" instead of "Baker" followed by ship's voice call. The two plane team use both i.e. "One Baker Fox Tiger" meaning ASP and Anti-snooper VF in forward quadrant to right of true north.
5. Combat Air Patrols will consist of 4 VF unless otherwise directed. Carriers with CAP airborne will keep an equal number of VF in Condition **Eleven.**
6. **INDEPENDENCE** be prepared to launch VF(N) and VT(N) hecklers as scheduled.
7. Hunter Killer Doctrine. In accordance "Joint Air-Surface Action", Part III, F.T.P. 223.
8. Pickets. Without further orders all ASP act as pickets to detect low flying enemy aircraft and give warning.
9. RCAP carry out instructions contained in Annex "C" page 4, para 12 of ref (d).

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10. CAP or ASP planes experiencing mechanical or communication failures will be relieved by carrier concerned launching another plane unless less than one (1) hour of patrol period remains. In the case of ASP planes they will obtain a visual check from parent carrier before proceeding to station. If able to remain in the air; and difficulty concerns only communications, relieved plane will join his relief on patrol. If an emergency, relieved plane will be landed after relieving plane has been launched. ASP planes without IFF functioning properly will be relieved promptly and will circle parent carrier landing at scheduled time.
11. ASP planes make practice message drops on parent carriers as practicable.
12. All VB, VT and VF(N) planes will use aircraft countermeasures as prescribed in Annex "C", page 4, para 4 of ref (d), and in accordance with instructions contained in para. 2 of appendix Two to Annex "E" of ref (d).

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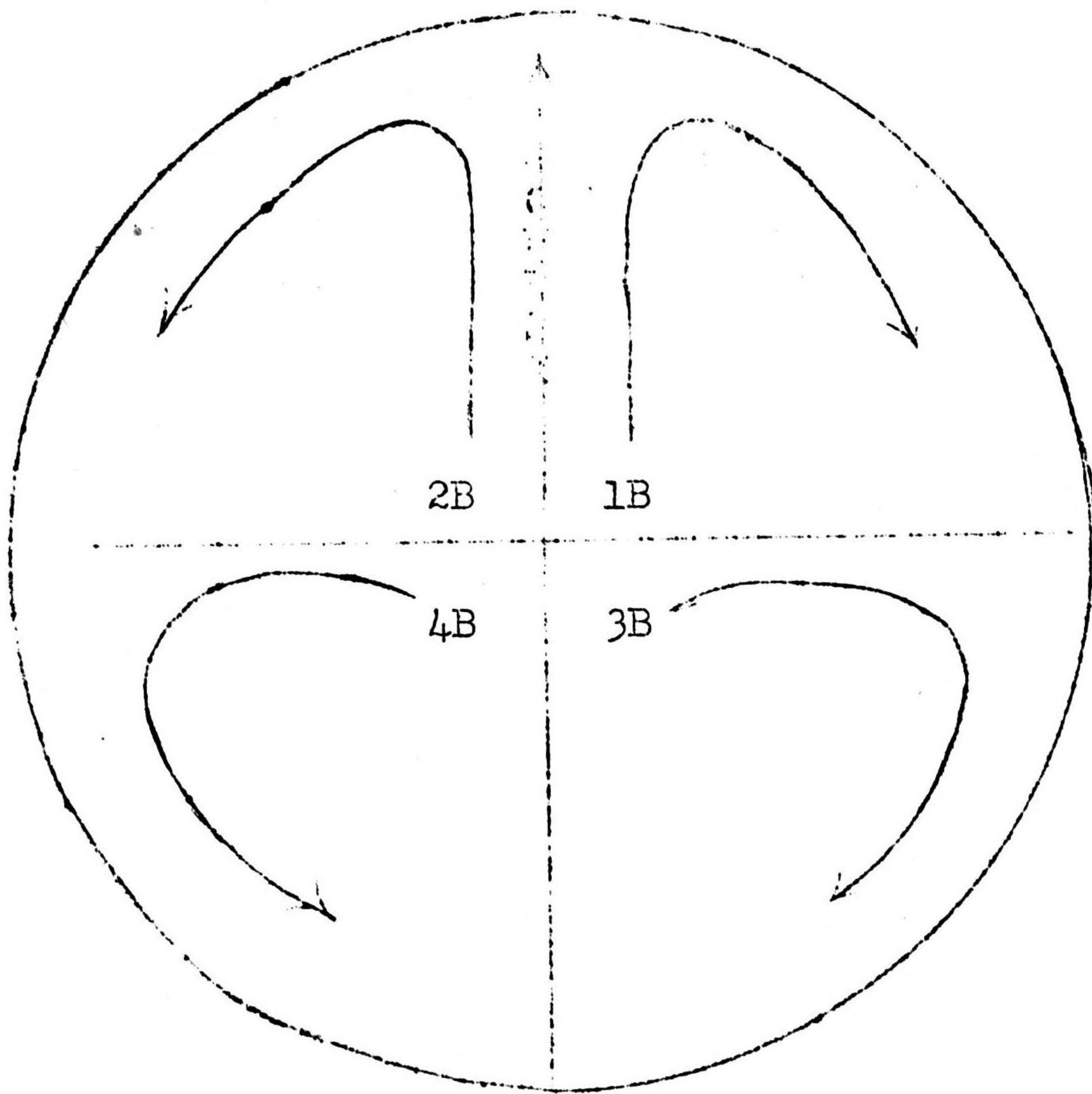
ANNEX ABLE

PART II

ENCLOSURE A

AntiSub Patrol Plan (4VTB and plus 4VF) Flown as indicated from 4 miles from the center of disposition to a distance of 25 miles. When augmented by Anti-Snooper VF, VF fly complete perimeter of sector.

TRUE  
NORTH



ANNEX ABLEAIR PLANPART IIIAIR OPERATIONS SCHEDULE.

## Section 1.

- A. Strikes. Complete schedules for strike days for all carriers in the Task Group are shown in Appendices (C) through (G) hereto. When "deckloads" are called for, carriers will launch the maximum balanced strength available on deck at the hour indicated, bearing in mind the necessities of the situation at the target. VF available after early sweeps should be used to provide additional bombing strength in later strikes.
- B. Operations. While cruising, fueling and on other days when strikes are not indicated, detailed schedules are not given herein. Routine patrols will be conducted in accordance with Part II of this Annex, at the hours and by the carriers shown in Appendix (A) hereto. Where the requirements of strike days have made it necessary, minor changes have been made in the routine schedule but these are shown in detail and rotation of duty has been preserved as practicable. VF(N) duty in accordance with Appendix (B) hereto.
- C. Readiness. Schedules herein contained are not to be considered inflexible. Carriers will at all times be prepared to alter schedules and arming to hit targets of maximum opportunity "all or any part of the Japanese Fleet".
- D. Support Missions. This Task Group will provide air support for LEYTE on A / 3 day. Brief air groups accordingly.
- E. Photographic Missions. Without further directions carriers will include photographic planes and equipment in operations as practicable. The maximum number of photographs for assessment of damage is highly desirable. Required photographic missions are outlined in detail in Part IV of this Annex.
- F. Search Missions. To be launched in accordance with appendix (d) hereto.

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<u>Launch</u>	#1	#2	#3
<u>Sunrise</u>			
First Period-30	BUNKER HILL	INTREPID	CABOT
Second Period /2:45	BUNKER HILL	INTREPID	CABOT
Third Period /6:00	INTREPID	BUNKER HILL	INDEPENDENCE
Fourth Period /9:15	INTREPID	BUNKER HILL	INDEPENDENCE

ROUTINE AIR PATROL DUTY

<u>Date</u>	<u>Schedule</u>	<u>Date</u>	<u>Schedule</u>
A-13 (7 October)	#1	A-2 (18 October)	#3
A-12 (8 October)	#3	A (20 October)	#1
A-11 (9 October)	#2 SNASP	A/1 (21 October)	#3
A-9 (11 October)	#2 CAP Only in P.M.	A/2 (22 October)	#2
A-6 (14 October)	#3 CAP Only.	A/4 (24 October)	#1
		A/5 (25 October)	#5

Patrol duties on all days not scheduled herein are contained in Appendices Charlie through How in this Annex. Number of VF in CAP will be signaled in daily air plan.

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ANNEX ABLE  
APPENDIX ABLE



VF(N) DUTY

Rotation of night fighter duty will be as scheduled herewith. Two VF(N) in Condition Eleven all night on dates marked with Asterisk, otherwise standard hours of readiness in accordance with paragraph 3519, COMFIRSTCar TFI-1.

A-14 (6 October) BUNKER HILL

A-6 (14 October) INTERPID

A-12 (8 October) INDEPENDENCE

\*A-4 (16 October) INDEPENDENCE

\*A-10 (10 October) INTERPID

A-3 (17 October) BUNKER HILL

\*A-8 (12 October) BUNKER HILL

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ANNEX ABLE  
APPENDIX BAKER

ANNEX ABLE  
APPENDIX BAKER

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ANNEX ABLE  
 APPENDIX CHARLIE

Zone -9	BUNKER HILL		INTR EPID		CABOT		INDEPENDENCE	
	Launch	Land	Launch	Land	Launch	Land	Launch	Land
1. 0545			Search 12 VF 6 VB		CAP #1 AntiSnoop#1			
2. 0600	VF Sweep 16 VF* 2A. 8VF 12VB 9VT		*2A. 8VF 12 VB 9VT				VF Sweep 16 VF	
3. About 0330	2B* 12VF 12VB 9VT		CAP#2 4VF 2B 12VF 12VB 9VT		AntiSnoop #2. 4VF 4VT		CAP #2 8VF	
4. 0345	Target Coord. 4VF *	VF Sweep 2A		VF Sweep 2A				VF Sweep
5. 0900						CAP #1 AntiSnoop #1		
6. 0945				Search				
7. 1100	2C 12VF 12VB 9VT		*2C 12VF 12VB 9VT		CAP#3 AntiSnoop #3			
8.1115		2B		2B				
9 1130				CAP#2		AntiSnoop #2		CAP#2
10. 1330	*2D 12VF 12VB 9VT		2D 12VF 12VB 9VT				CAP#4 AntiSnoop #4	
11. 1345		2C		2C				
12. 1400						CAP#3 AntiSnoop#3		

A-10 10 October  
 OKINAWA JIMA.

(jls)

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ZONE	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
13. 1545			CAP#5 8VF Anti Snoop #5				CAP#5 4VF	
14. 1600		2D		2D				CAP#4 Anti Snoop#4
15. 1745				CAP#5 Anti Snoop#5				CAP#5

NOTES

- \* Strike Leader \*\* T.C. will be landed aboard on return.
- 1. 12VF CAP; 4VF 4VT-B ASP except as indicated.
- 2. See special instructions for search in appendix Item this annex.
- 3. Carriers maintain maximum VF in condition eleven in launching spot consistent with meeting schedule.
- 4. Be prepared to load torpedoes on strikes Charlie and Dog.

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ANNEX ABLE  
APPENDIX CHARLIE able

A MINUS 10 - 10 October.  
(Continued)  
OKINAWA JIMA

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APPENDIX DOG

	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
0620	VF Sweep 16 VF		VF Sweep 16VF* Target Coord. 4VF		CAP #1 Anti-Snoop #1		R.CAP #1 2 VF(N)	
0630	2 A* 8VF-12VB-9VT		2 A 8VF-12VB-9VT					
0700							Search 4VF	
0800	2 B 12VF-12VB-9VT		2 B 10VF-12VB-9VT				R.CAP #2	
0915		VF Sweep		VF Sweep	CAP #2 - 4VF Anti-Snoop #2		CAP #2 - 8VF	
0930		2 A		2 A		CAP #1 Anti-Snoop #1		R.CAP #1
1045	2 C* 12VF-12VB-9VT		2 C 12VF-12VB-9VT				R.CAP #3	Search
1100		2 B		2 B				
1130				Target Coordinator	CAP #3 Anti-Snoop #3			
1215	2 D. 12VF-12VB-9VT		2 D* 12VF-12VB-9VT			CAP #2 Anti-Snoop #2	R.CAP #4	CAP #2 R.CAP #2
1345		2 C		2 C				
1400					R.CAP #5			R.CAP #3

A-8 12 October 1944

FORMOSA

CTG 38.2  
OpOrder 3-44

TOP SECRET  
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ANNEX ABLE  
APPENDIX DOG able

BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
1430	CAP #4 Anti-snoop #4						
1445					CAP #3 Anti- Snoop #3		
1515	2D		2D				RCAP #4
1630				CAP #5 Anti- snoop #5			
1730	CAP #4 Anti- Snoop #4					RCAP #5	
1820					CAP #5 Anti- Snoop #5		
NOTES:		*STRIKE LEADER 1. BUNKER HILL load 9 torpedoes for strike 2 Able. 2. Carriers maintain maximum VF in condition elevenc in launching spot consistent with meeting schedule. 3. 12VF CAP, 4 VF 4 VT-B Anti Snoop except as indicated. 4. See appendix item for search instructions.					

A-8 12 October  
FORMOSA (Cont'd)

CTG 38.2  
Order 3-44

TOP SECRET

Zone	BUNKER HILL		INTRAPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
0330							4VF(N) 4VT(N)	
0610	CAP #1		VF Sweep* 16 VF		VF Sweep Anti-Snoop#1			
0630	2A* 12VF 12VB 9VT		2A 12VF 12VB 9VT					4VF(N) 4VT(N)
0800	2B 12 VF 12 VB 9VT		2B*10VF 12VB 9VT					
0900				VF Sweep	AntiSnoop#2	VF Sweep	CAP#2	
0930		CAP#1 2A		2A		Anti Snoop#1		
1045	2C*12VF 12VB 9VT		2C 12VF 12VB 9VT					
1100		2B		2B				
1130					AS #3 CAP #3			
1215	2D 12VF 12VB 9VT		2D*12VF 12VB 9VT			Anti- Snoop#2		CAP#2
1345		2C		2C				
1430			CAP #4 Anti- Snoop#4					

A-7 13 October  
FORMOSA

ANNEX BIE  
APPENDIX EASY

CTG 38.2  
OpOrder 3-44

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ANNEX FILE  
APPENDIX EAST AFB

BUNKER HILL		INTREPID		C. BOT		INDEPENDENCE	
LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
1445					CAP#3 anti- Snooper#3		
1515	2D		2D				
1630						CAP#5 anti- Snoop#5	
1730			CAP #4 Anti- Snoop#4				
1820							CAP #5 anti- Snoop#5

NOTES

\* Strike Leader

1. Carriers maintain maximum VF in Condition Eleven in launching spot consistent with meeting schedules.
2. 12 VF C.P; 4 VF 4 VT - B anti-Snoop except as indicated.

4-7 13 October

FORMOS (Cont'd)

CTG 38.2  
Order 3-44

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ANNEX A/B/E  
APPENDIX FOX

BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
0610				5VT SNLSP 5VF CAP #1			
0945				CAP #2 4VF	CAP #1	CAP #2 8VF ASP #2 4VT	
1000	VF Sweep 12 VF	VF Sweep 12 VF			SNLSP	VF Sweep* 12 VF	
1015	2A* 12VF12VB 9VT	2A 12VF12VB 9VT					
1100	2B - 12VF 12VB 9VT	2B* - 12VF 12VB 9VT					
1230				CAP #3 ASP #3			
1245					CAP #2		CAP #2 ASP #2
1300		VF Sweep		VF Sweep			VF Sweep
1315		2A		2A			
1400		2B		2B			
1530				CAP #4 ASP #4			
1545					CAP #3 ASP #3		



CFG 38.2  
Order 3-44

	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
1815				C.P.#4 ASP#4				

NOTES

- \* Strike Leader
- 1. BUNKER HILL, INTREPID load torpedoes for Strike 2 Baker
- 2. 2 Baker Strike Leader report to TG 38.3 Target Coordinator for ship targets.
- 3. Carriers maintain maximum VF in condition Eleven in launching spot consistent with meeting schedules.
- 4. 12VF CAP; 4V T-B ASP except as indicated; SHASP in accordance Para 3516, COMFLETCARTEI-1.

A-4 - 16 October  
LUZON (Cont'd)

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ANNEX AB111  
APPENDIX FOR 1815

C.I.G. 38.2  
OpOrder 3-44

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ANNEX A/B/E  
APPENDIX GEORGE

ZONE-9	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
0600	VF Sweep" 16VF		VF Sweep 8VF		VF Sweep 8VF CAP #1 ASP #1			
0615	2A-12VF 12VB-9VT		2A*12VF-12VB 9VT T Coord. 4VF					
0815	2B*-12VF 12VB-9VT		2B-12VF 12VB-9VT				CAP #2 ASP #2	
0845						VF Sweep CAP #1-ASP #1		
0900		VF Sweep		VF Sweep				
0915		2A		2A				
1100	VF Sweep 8VF 2C-12VF-12VB		VF Sweep 16VF 2C* 12VF-12VB 9VT				VF Sweep* 8VF	
1115		2B		2B				
1145					CAP #3 ASP #3			CAP #2 ASP #2
1200								
1300	2D*-12VF 12VB-9VT		2D-12VF 12VB-9VT				CAP #4 ASP #4	VF Sweep
1400		VF Sweep 2C		VF Sweep 2C				

A-3 17 October 1944

LUZON

CTG 38.2  
OPORDER 3-44.

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ZONE -9	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
1415						CAP #3 ASP #3		
1545	CAP #5 ASP #5							
1600		2 D		2 D				CAP #4 ASP #4
1815		CAP #5 ASP #5						

NOTES:

- \* Strike Leader
- 1. 2 Charlie, 2 Dog strike leaders report to Target Coordinator from T.G. 38.3.
- 2. Carriers maintain maximum VF in Condition ELEVEN in launching spot consistent with meeting schedule.
- 3. 12 VF CAP; 4 VT-B ASP.

A-3 17 October 1944

IUZON (Cont'd).

ANNEX ABLE  
APPENDIX GEORGE ABLE

CTG 38.2  
OPORDER

TOP SECRET  
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ANNEX A BILE  
APPENDIX HOW

ZONE -9	BUNKER HILL		INTREPID		CABOT		INDEPENDENCE	
	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND	LAUNCH	LAND
0600	VF Sweep 12VF		VF Sweep * 12VF				CAP #1 ASP #1	
0630	2 A * 12VF 12VB 9VT		2 A - 12VF 12VB 9VT					
0830	2 B - 12VF 12VB-9VT		2 B* - 12VF 12VB - 9VT			CAP #2 ASP #2		
0845								CAP #1 ASP #1
0930		VF Sweep 2 A		VF Sweep 2 A				
1100	2 C* - 12VF 12VB - 9VT		2 C - 12VF 12VB - 9VT				CAP #3 ASP #3	
1130		2 B		2 B		CAP #2 ASP #2		
1345	CAP #4-8VF ASP #4		CAP #4 4VF					
1400		2 C		2 C				CAP #3 ASP #3
1600					CAP #5 ASP #5			
1615		CAP #4 ASP #4		CAP #4				
1610						CAP #5 ASP #5		

NOTES:

- \* Strike Leader.
- 1. 12VF CAP; 4VT-B ASP except as indicated.
- 2. Carriers maintain maximum VF in Condition ELEVEN in launching spot consistent with meeting schedule.
- 3. Be prepared to shift targets.

A-1 19 October 1944  
LEYTE - PANAY - NEGROS

0006

ANNEX ABLE

7 October 1944

PART III

APPENDIX I

SEARCHES

A-10 Intrepid launch search as follows.

1. (a) 8VF 6VT search true sector from 345°(T) to 000°(T) distance 275 miles.

(b) Load VT with 2-500# G.P. bombs instantaneous fuses; 4-100# G.P. bombs and 4 H.E. rockets. Load VF with 1-1000# G.P. bomb with 4-5 sec delay fuse.

(c) Attack shipping if found. Priority of targets in accordance with ref. (d) to this annex.

(d) Obtain trimetrogon coverage of the Amami O Shima as out lined in Part IV hereto.

2. 2VF search true sector 000(T) to 015(T) distance 275 miles.

3. 2VF search true sector 015(T) to 030(T) distance 275 miles. Reconnoiter Daito Jima Islands.

A-9 About 1400 Independence launch 4VF(N) to search true sector from 270(T) to 300(T) distance 250 miles. Flight to be aboard by sunset.

A-8 About 0700 Independence launch 4VF(N) to search true sector from 220(T) to 250(T) distance 250 miles.

7 October 1944.

ANNEX ABLE

PART III

Section 2

Arming and Fusing. Bomb loads and fuses will be selected in accordance with the bomb and fuse table for classified targets in paragraphs 5600 and following of ComFirstCar Task Force Instructions. Arming should be done with a maximum of flexibility, but with the purpose of destroying the high priority target first. H.E. rockets will be used by planes so equipped.

The loadings listed below are suggested as proper on the basis of information now available. However, the final decision on arming and fusing must be made by each ship and air group on the basis of the current situation.

VB attacking airfields, small shipping and ground targets:

2 x 500 G.P. - tail non-delay,  
nose-inst.  
2 x 250 G.P. - tail non-delay,  
nose-inst.

VT attacking shipping:

4 x 500 G.P. - tail .025 delay,  
nose .1 delay, (be prepared to  
load torpedoes on VT if early  
strikes report shipping of suf-  
ficient size).

VT attacking airfield installations:

12 x 100 G.P. - tail non-delay,  
nose-inst. or  
12 x 100 Incendiary clusters.

Carriers substitute 1000# G.P. or other bomb loadings as necessary to utilize all bombs. Maintain sufficient bombs for air support missions on 1, A/2, A/3 days.

Be prepared to load torpedoes, AP, and SAP bombs for attacks against the Jap fleet. Be prepared to load Napalm bombs as directed.

Make maximum use of rockets consistent with situation.

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(jls)

7 October 1944.

ANNEX ABLE

PART III

Section 3

Target Assignment and Priority

OKINAWA JIMA - VF Sweep proceed to airfield reported on IE SHIMA. If no targets are present at that airfield reconnoitre all northern half of OKINAWA JIMA assigned this Task Group as a target by Annex "D" of CTF 38's Op Order 11-44.

BUNKER HILL send all four deckload strikes against shipping in the harbors and along the coast of northern OKINAWA JIMA and against harbor installations. INTREPID send all four deckload strikes against airfield on IE SHIMA and other ground targets in above mentioned areas.

FORMOSA - VF sweep attack and destroy aircraft at Matsuyawa airfield and Shinchiku airfield. Reconnoitre Taion, Itahashi, Kirun airfields and Tansui seaplane base. Reconnoitre YAYEYAMA RHETTO during return to base. BUNKER HILL send all deckload strikes against aircraft installations at these airfields and other targets in the area assigned Task Group 38.2 by Annex "D" of CTF 38's Op Order 11-44 except Kirun airfield. INTREPID send all deckload strikes against shipping in Kirun harbor, harbor installations and Kirun airfield. If weather at KIRUN prevents attack, INTREPID strikes shift to Matsuyama, Itahashi and Tansui seaplane base informing BUNKER HILL strike leaders.

LUZON and NEGROS - BUNKER HILL and INTREPID send deckload strikes as directed by Annex "C" of CTF 38's Op Order 11-44. Strike leaders pick most desirable targets in area assigned.

When scheduled CABOT planes will join with BUNKER HILL and INDEPENDENCE will join with INTREPID in striking targets set forth above.

ANNEX A, PART IV  
PHOTOGRAPHIC

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CTG 38.2  
OpOrder 3-44

1. See paragraph 5513, FASTCARTFI-1.
2. See Annex "C" to ComFirstCarTaskForPac OpOrder 11-44.

TOP SECRET  
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Date	INTREPID	BUNKER HILL	CABOT
A-10 Oct. 10	<ol style="list-style-type: none"> <li>1. Take complete trimetrogon coverage of OKINAWA JIMA and adjacent islands.</li> <li>2. Obtain large scale photos as practical of installations in northern OKINAWA JIMA.</li> <li>3. Obtain trimetrogon coverage of NAZE KO Area, and SHIMA KAIKYO areas, plus trimetrogon coverage of entire island of AMAMI OSHIMA and large scale vertical and oblique coverage of airfields if practical.</li> </ol>	<ol style="list-style-type: none"> <li>1. Take large scale photographs of airfields and harbors in northern OKINAWA JIMA, including IE SHIMA.</li> </ol>	<ol style="list-style-type: none"> <li>1. Take verticals and obliques of targets in OKINAWA JIMA.</li> </ol>
A-8 Oct. 12	<ol style="list-style-type: none"> <li>1. Make large scale vertical and oblique coverage of airfields, harbors and military installations in KURUN - MATSUYAMA - TANSUI - ITASHI - SHINCHIKO area. *</li> <li>2. Make trimetrogon coverage of Islands in YAYEYAMA RHETTO.</li> </ol>	<ol style="list-style-type: none"> <li>1. Same as INTREPID. *</li> </ol>	<ol style="list-style-type: none"> <li>1. Same as INTREPID. *</li> </ol>
A-7 Oct. 13	<ol style="list-style-type: none"> <li>1. Make large scale vertical and oblique coverage of airfields, harbors and military installations attacked in TAKAO, TAINAN areas.</li> </ol>	<ol style="list-style-type: none"> <li>1. Same as INTREPID.</li> </ol>	<ol style="list-style-type: none"> <li>1. Same as INTREPID.</li> </ol>

ANNEX ABIE  
Part IV-1

\* - All ships will photograph areas which are in their respective target areas.

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Date	INTREPID	BUNKER HILL	CABOT
A-6 Oct. 14	1. Deliver 3 selected sets of NANSEI SHOTO and FORMOSA photos to C.T.G. 38.2. Two of these will be addressed to Com 3rd Fleet and CTF 38 respectively. Include 5 prints with negatives suitable for press release.	1. Same as INTREPID.	1. Same as INTREPID.
A-5 Oct. 15	1. Be prepared to deliver one complete set of prints and negatives of all NANSEI SHOTO and FORMOSA photographs as directed.	1. Same as INTREPID.	1. Same as INTREPID.
A-4, 3 Oct. 16, 17.	1. Make large scale verticals of Clark Field Area Airfields and Manila Harbor installations.  2. Make trimetrogon coverage listed under secondary reconnaissance A-4, A-3 photographic plan in Annex "C" to ComFirstCarTaskForPac OpOrder 11-44 as practical.	1. Obtain oblique and vertical coverage of Clark Field airfields plus Manila harbor installations.	1. Photograph targets in Clark Field - Manila area.
A-2 Oct. 18	1. Deliver 3 selected sets of prints of Luzon photographs to C.T.G. 38.2, including 5 prints with negatives suitable for press release. One selected set addressed to Com 3rd Flt. and one to CTF 38.	1. Same as INTREPID.	1. Same as INTREPID.

C.T.G. 38.2  
OpOrder 3-44TOP SECRET  
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Part IV-2

Date	INTREPID	BUNKER HILL	CABOT
A-1 Oct. 19 and after.	1.. Be prepared to deliver one complete set of Luzon prints and negatives, plus another complete set of prints wrapped separately, as indicated.  2. Take damage assessment photos.	1. Same as INTREPID.  2. Same as INTREPID.	1. Same as INTREPID.  2. Same as INTREPID.

C.T.G. 38.2  
OpOrder 3-44

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ANNEX ABLE  
Part IV-3

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7 October 1944

Photographs after 20 October shall be for damage assessment of targets attacked.

Commencing on 20 October, all ships be prepared to deliver 3 selected sets of prints including 5 prints with negatives suitable for press release to C.T.G. 38.2, and a complete set plus negatives and another complete set wrapped separately as directed at earliest opportunity.

Notes.

1. Selected sets of photographs for Com 3rd Fleet, CTF 38 and CTG 38.2 shall include all photographs which cover airfields or military installations plus damage assessment photographs including shipping.

2. Ships shall endeavor to send photographic intelligence reports with overlays or sketches with selected sets of photographs.

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(twv)

ANNEX BAKER

7 October 1944

COMMUNICATIONS PLAN

PART I

- References: (a) USF 70(A) and PacFleet Supplement thereto.  
(b) CENTCOM II and annexes, corrected through change No. 1.  
(c) ComWestern Pacific Task Forces OpPlan 14-44, Annex F.  
(d) ComFirstCarTaskForPac OpOrder 11-44.  
(e) First CarTaskForPac Instructions (FirstCar TFI-1).

1000 -

General. (a) Communications will be in accordance with references (a) through (e) above, and this annex. This Annex amplifies but does not supercede or displace the above references which are effective and must be carefully studied.

(b) The attention of all pilots and aircraft radiomen is particularly invited to pertinent instructions regarding aircraft communications in Annex "C" to reference (b), and to special provisions in reference (d).

1120 -

Effective Date. This plan becomes effective concurrently with Commander Task Group 38.2 Operation Order 3-44.

1170 -

Contact Reports. Report all unidentified surface and sound contacts to Task Group Commander on PRIMARY TBS circuit.

2120 -

Radio Silence. Unless otherwise ordered by CTC, following conditions effective:

Condition TWO - On departure from one area until beginning of strikes in another.  
Condition THREE - All other times. (These conditions are described in reference (c)). Except in emergencies it is the responsibility of the C.T.C. to decide when to break radio silence.

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OPORDER 3-44

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ANNEX BAKER-I-1  
COMMUNICATIONS

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7 October 1944.

2130 -

Radar Silence. Unless otherwise ordered by O.T.C. following conditions effective:

(a) Normal Cruising. One hour before sunrise, or (if earlier) from time first planes are airborne to one hour after sunset, or (if later) until last plane is recovered:

Condition FIVE

Remainder of time.

Condition TWO

(b) During night run-in prior to initial strike on each objective, until first planes are airborne.

Condition FOUR.

(c) Reference (c) describes those conditions, condition TWO has been modified by reference (d) to permit Fighter Director ships to operate air search radars.

(d) Commanding Officers of ships shall check for compliance with effective condition of radar silence.

2131 -

Radar and IFF Guard.

(a) Guards Able, Baker and Charlie shall be CL's and BB's designated and promulgated by CTU 38.2.2. Carrier with ASP airborne will also maintain Guard Baker. In the event that CL's and BB's leave the carrier formation, guards Able, Baker and Charlie will be designated by CTG 38.2. Guards Dog and Easy will be designated and promulgated by CTU 38.2.3. All Guards in accordance with Part VI of reference (e).

(b) Heavy ships not assigned radar guard maintain complete plots, checking each bogie with T.G. F.D.C. when requested and reporting any contact made not previously reported to T.G. F.D.C.

(c) Destroyers not assigned radar guard use search radars for own information, report contacts which have not been reported (aircraft contacts to T.G. F.D.C.; surface contacts to Task Group Commander).

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(twv)

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(d) Use Inter-F.D.O. circuit for reporting aircraft contacts and TBS PRIMARY for reporting surface contacts.

(e) Attention is invited to notes on radar technique contained in Part VI of reference (e) and reference (c).

2132 -

Fighter Director.

(a) Task Group Fighter Director in INTREPID.

(b) Order of reliefs:

- (1) BUNKER HILL
- (2) CABOT
- (3) INDEPENDENCE
- (4) VINCENNES
- (5) MIAMI
- (6) HOUSTON

(c) Fighter Director information and instructions will be found in Annex George to this plan.

2200 -

Radio Frequency Plan.

(a) The radio frequencies for this operation are contained in Part II of this Annex. Section 1 of Part II contains shipboard and general frequencies and section 2 contains those to be used with aircraft.

(b) Calibrate all equipment and record settings for all frequencies shown in Part II of this Annex prior to departure from port.

(c) In case this Task Group is required to furnish direct air support it will be necessary to shift frequencies of aircraft equipment on deck on short notice. Be fully prepared to do this.

(d) All ships be prepared to shift to Task Force 30 frequencies if and when COMTHIRDFleet assumes tactical command.

2218 -

Emergency or Special Communications.

(a) Lost Plane. See Part III of reference (e). The O.T.C. will decide in each case whether or not to relax radio silence.

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(b) Lifeguard. In accordance with reference (c), Annex "C" of reference (d) and Part V of reference (e).

(c) Emergency Communications. Ships having TBX or other similar portable equipment will test and calibrate same on T.G. common and/or General Warning Net frequency and stow equipment where it is available for immediate use if required.

2400 - Authentication. In accordance with reference (b). Be prepared to use word-of-the-day system with SoWestPacForces in compliance paragraph 2400(c) of reference (c).

SUBMARINES DO NOT HOLD SHACKLE CIPHER.

2500 - Voice and Combat Calls.

(a) Voice and combat calls in accordance with Annex BAKER of reference (b). List of calls for use in this Task Group will be found in Part III and IV of this Annex.

(b) Aircraft calls in accordance with Annex Charlie of reference (b) as modified by paragraph 3516(3) of Part III of reference (c) and paragraph 2500(b) of reference (d).

3000 - Visual. In accordance with reference (b) and Part V of this Annex.

5000 - Recognition. In accordance with reference (b) and paragraph 5000 of reference (c).

5400 - Identification (IFF). In accordance with references (b), (c) and (d). Particular attention is invited to daily tests of IFF equipment required by reference (c). All planes keep IFF on while airborne.

6000 - Codes and Ciphers. Do not use shackle cipher for emergency turns, Lifeguard communications or radar reporting.

7500 - Radar Intercept and Countermeasures. In accordance with Appendix 3 to reference (c) and Appendix 2 to Annex "E" to reference (d). All ships equipped with countermeasures receivers maintain continuous watch when within 200 miles of enemy coast

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and report frequency, pulse rate and length of enemy signals to O.T.C. All ships equipped with radar jammers be prepared to operate same on orders of O.T.C. Be prepared to use window and/or decoy targets as directed.

(x) Communication procedure for damaged planes.

Commanding Officers will insure that all pilots are indoctrinated in damaged plane procedure with a view to eliminating unnecessary conversation over VHF circuits. It is suggested that each ship and air group establish a policy concerning landing order under the various conditions of damage, and that communications on the subject be confined to a clear concise statement of damage by the pilot and his decision to land aboard, in the water, or bail out; this followed by a clear concise acknowledgement or order, as applicable, by the ship. If pilots are properly indoctrinated no further conversation will be necessary.



7 October 1944

COMMUNICATIONS PLANPART IIRADIO FREQUENCY PLANSECTION 1GENERAL

<u>CIRCUIT</u>	<u>FREQUENCY</u>	<u>UNIT</u>
(1) TFC's WestPac	CW-4205 series	TGC and detached units guard.
(2) TFC's SoWestPac	CW-4135 series	TGC and detached units GUARD when operating with SWPac Forces.
(3) TFC's Ship-Shore	CW-4295 series	TGC and detached units be prepared to use when necessary.
(4) Ship-Shore	CW-4235 series	TGC and detached units use as necessary.
(5) Local Ship-Shore	CW-355	All ships guard when ordered or required by SOPA.
(6) NPM Pri. Fox	Various	All ships intercept.
(7) NPM Jump Fox	Various	TGC and Flag officers intercept.
(8) NPM Haiku Fox	Various	BUNKER HILL intercept-pass vital information to TGC.
(9) Belconnen "Bells"	Various	All ships intercept when operating with SoWestPacForces.
(10) Manus-Kwajalein-Guam-Fox	Various	All ships be prepared to intercept.
(11) Distress	CW-500	CABOT-INDEPENDENCE - and detached units intercept.
(12) General Warning Net	V-3000	TGC and carrier with ASP airborne Guard. All other ships listen.
(13) Hunter-Killer	V-3355	TGC, carrier with ASP airborne and DD's be prepared to cover if ordered.

<u>CIRCUIT</u>	<u>FREQUENCY</u>	<u>UNIT</u>
(14) TF30 Warning Net	V-3300	When ComTHIRDFlt assumes tactical command TGC and carrier with ASP airborne guard, all other ships listen.
(15) Local Harbor Circuit	V-2716	All ships cover when ordered or required by SOPA.
(16) TBS Pri. Tact. and Warning Net	V-72.1 mcs.	All ships guard.
(17) TBS Sec. and TGC Circuit - Inter FDO Sec.	V-63.34 mcs.	TGC and Flag officers guard. All other ships equipped listen. All FD and radar guardships guard when ordered.
(18) Inter FDO Primary	V-37.6 mcs.	All ships guard. See footnote (a) regarding use of this channel.
(19) Inter FDO Secondary	V-2096	All FD ships guard, all other ships optional.
(20) Air-Op-Intel.	CW-4385	TGC and Flag officers intercept. All other ships optional.
(21) TF 38 Common Pri.	CW-2642	All ships guard during Condition One, when ordered, or when separated. Detached units cover.
(22) TGC secondary	V-2642	TGC Guard.
(23) TF 38 common sec.	CW-399	All ships be prepared to shift to if ordered.
(24) TF 30 common	CW-413	All ships be prepared guard when ComTHIRDFlt assumes tactical command.
(25) TG 38.2 common	CW-433	All ships guard during Condition One, when ordered, or when separated beyond VHF range.
(26) Air Observer	V-3065	TGC guard when air observer airborne, other ships optional.
(27) Lifeguard common, secondary strike-sweep. Target coordinator.	CW-V-4475	CTG and FD ships guard, other ships optional.

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<u>CIRCUIT</u>	<u>FREQUENCY</u>	<u>UNIT</u>
(28) Air Search Freq.	CW-V-6420	All FD ships guard while search planes are airborne.
(29) Air Strike Freq.	CW-V-6740	All FD ships guard while air strikes are airborne.
(30) VHF Channel 3-C Inter FDO alternate pri.	140.58 mc.	All FD and radar guardships guard. All other ships equipped listen. For inter FDO use see footnote (a).
(31) VHF Channel 4-D	142.74 mc.	All FD ships guard. All other ships equipped listen.

NOTE: (a) During conditions of radio silence one or two MAN or other equipment in 30-40 mc band shall not be used. Until such time as strikes are airborne or restriction otherwise lifted, VHF Channel 3-C will be used as primary inter FDO. Shifting of inter FDO frequency will be done as ordered by Task Group Fighter Director.

(b) In case additional frequencies are required for direct air support missions, necessary information will be promulgated by dispatch.

### Section 2

#### AIRCRAFT

<u>CIRCUIT</u>	<u>FREQUENCY</u>	<u>UNIT</u>
(1) TG 38.2 CAP PRI.	VHF 1-A 117.90 mc	All VF planes guard.
(2) TF 38 common and CAP SEC.	VHF 2-B 142.02 mc	All planes shift to when ordered.
(3) TF 38 VB & VT PRI.	VHF 1-A 140.76 mc	All VB and VT guard when ordered.
(4) Lifeguard/air-sea rescue/Dumbos/Strike/ASP/SAD/H-Z/A-N Common/Air-ground/Pickets	VHF 3-C 140.58 mc	All planes on search, strikes, ASP, Lifeguard or rescue, guard. All other planes be prepared shift to if ordered.

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<u>CIRCUIT</u>	<u>FREQUENCY</u>	<u>UNIT</u>
(5) CAP common/air observer/sweep-target coordinator.	VHF 4-D 142.74 mc	Air observer, all planes on sweep missions, target coordinator, CAP over TF38, BB, CB or DD guard, all other planes guard when ordered.
(6) General Warning Net	V-3000	ASP guard, all other VB and VT guard when ordered.
(7) Hunter-Killer	V-3355	All VB and VT guard when ordered.
(8) TF 30 General Warning Net	V-3300	All ASP, VB and VT be prepared to guard when ComTHIRDFlt assumes tactical command.
(9) Lifeguard, Sec. strike-sweep, target coordinator	CW-V-4475	Rescue and Lifeguard guard, all planes on strike, sweep guard. All VF guard. Target coordinator guard. All other planes be prepared guard if ordered.
(10) Air Search	CW-V-6420	All planes on search missions guard, all others guard when ordered.
(11) Air Strike	CW-V-6740	All planes guard when ordered.
(12) Air Observer	V-3065	Air observer guard, all VB-VT guard when ordered.

NOTE: (1) Task Group Fighter Director and parent carrier Fighter Director will guard all frequencies in use by their planes. All other fighter director ships cover and be prepared to guard if directed.

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YE GUARD

<u>SHIP</u>	<u>IDENTIFICATION</u>	<u>MOD. FREQ.</u>	<u>DUTY</u> (Local time and date midnight to midnight)
BUNKER HILL	BJ	635	Oct. 4-8-32-36-20-24
INTREPID	PQ	635	Oct. 5-9-33-37-21-25
CABOT	XY	635	Oct. 6-10-34-38-22-26
INDEPENDENCE	CX	635	Oct. 7-11-35-39-23-27

Guard will continue to rotate daily in order shown above. The carrier next to relieve will act as monitor and standby. Only one YE will be operated in this task group at any time.

YJ-YM GUARD

INTREPID will operate YJ when INTREPID planes are airborne, or when ordered.  
INDEPENDENCE will operate YM when INDEPENDENCE planes are airborne, or when ordered.

Identification letters - INTREPID - WG  
INDEPENDENCE - WR

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ANNEX BAKER II-5  
FREQUENCY PLAN

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ANNEX BAKERCOMMUNICATIONS PLANPART III & IVSection 1VOICE AND CW CALLS

<u>ENCODE</u>			<u>DECODE</u>		
<u>NAME</u>	<u>VOICE</u>	<u>CW</u>	<u>VOICE</u>	<u>CW</u>	<u>NAME</u>
CTG 38.2	MELROSE	5QZ	ALTO	1FB	COLAHAN
TG 38.2	TAXI	8DR	BANKER	1PM7	ComBatDiv-7
			SEVEN		
CTU 38.2.1	MELROSE	5QZ1	BANTAM TWO	1PY2	ComDesRon 52
	ONE				
CTU 38.2.2	MELROSE	5QZ2	BANTAM	1PY3	ComDesRon 53
	TWO		THREE		
CTU 38.2.3	MELROSE	5QZ3	BEANPOLE	1SP	CUSHING
	THREE				
ComCarDiv-4	GAUCHO	4DC4	CAMBRIDGE	2JV	SAN DIEGO
	FOUR				
ComBatDiv-7	BANKER	1PM7	CUPID	3DL	INDEPENDENCE
	SEVEN				
ComCruDiv-14	FEARLESS	3UT4	DESTINY	3HU3	ComDesDiv-103
	FOUR		THREE		
ComDesRon-52	BANTAM	1PY2	DESTINY	3HU4	ComDesDiv-104
	TWO		FOUR		
ComDesRon-53	BANTAM	1PY3	DESTINY	3HU5	ComDesDiv-105
	THREE		FIVE		
ComDesDiv-103	DESTINY	3HU3	DESTINY	3HU6	ComDesDiv-106
	THREE		SIX		
ComDesDiv-104	DESTINY	3HU4	EARLY BIRD	3NM	MARSHALL
	FOUR				
ComDesDiv-105	DESTINY	3HU5	FACECARD	3SX	HICKOX
	FIVE				
ComDesDiv-106	DESTINY	3HU6	FEARLESS	3UT4	ComCruDiv-14
	SIX		FOUR		
BENHAM	FOGHORN	3YW	FOGHORN	3YW	BENHAM
BUNKER HILL	TIGER	8GO	GAUCHO	4DC4	ComCarDiv-4
			FOUR		
CABOT	PEDRO	6JB	GHOSTSHIP	4EM	TINGEY
COLAHAN	ALTO	1FB	HANDYMAN	4LY	STEPHAN POTTER
CUSHING	BEANPOLE	1SP	HERMES	4PD	UHLMANN

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ANNEX BAKER III & IV-1  
VOICE & CW CALLS

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<u>ENCODE</u>			<u>DECODE</u>		
<u>NAME</u>	<u>VOICE</u>	<u>CW</u>	<u>VOICE</u>	<u>CW</u>	<u>NAME</u>
HALSEY POWELL	PAPRIKA	6GM	HOLIDAY	4QO	NEW JERSEY
HICKOX	FACECARD	3SX	HOTSPUR	4SQ	VINCENNES
HOUSTON	STORMKING	7XK	KINGPIN	5BX	MILLER
HUNT	PIMPERNEL	6LV	LORDSHIP	5JH	OAKLAND
INDEPENDENCE	CUPID	3DL	LUCKY	5KG	INTREPID
INTREPID	LUCKY	5KG	MELROSE	5QZ	CTG 38.2
IOWA	RUSSIA	2DH	MELROSE ONE	5QZ1	CTU 38.2.1
LEWIS HANCOCK	NYLON	6AO	MELROSE TWO	5QZ2	CTU 38.2.2
MARSHALL	EARLYBIRD	3NM	MELROSE	5QZ3	CTU 38.2.3
			THREE		
MIAMI	TOP HAT	8IY	NYLON	6AO	LEWIS HANCOCK
MILLER	KINGPIN	5BX	PAPRIKA	6GM	HALSEY POWELL
NEW JERSEY	HOLIDAY	4QO	PEDRO	6JB	CABOT
OAKLAND	LORDSHIP	5JH	PIMPERNEL	6LV	HUNT
OWEN	SWIFTARROW	8AT	PINNOCHIO	6MH	STOCKHAM
SAN DIEGO	CAMBRIDGE	2JV	PULASKI	6RM	WEDDERBURN
STEPHAN POTTER	HANDYMAN	4LV	RUSSIA	2DH	IOWA
STOCKHAM	PINNOCHIO	6MH	SAPPHIRE	7FN	TWINING
THE SULLIVANS	SATAN	7FX	SATAN	7FX	THE SULLIVANS
TINGEY	GHOSTSHIP	4EM	STORMKING	7XK	HOUSTON
TWINING	SAPPHIRE	7FN	SWIFTARROW	8AT	OWEN
UHLMANN	HERMES	4PD	TAXI	8DR	TG 38.2
VINCENNES	HOTSPUR	4SQ	TIGER	8GO	BUNKER HILL
WEDDERBURN	PULASKI	6RM	TOP HAT	8IY	MIAMI
YARNALL	VOYAGER	8SY	VOYAGER	8SY	YARNALL

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ANNEX BAKER III & IV-2  
VOICE & CW CALLS

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ANNEX BAKER

COMMUNICATIONS PLAN

PART V

VISUAL

1. Relay diagrams for visual traffic will not be supplied. Routing instructions must be contained in the preamble of dispatches. Attention is invited to Articles 7401-7405, Communication Instructions (DNC-5) concerning visual responsibility.
2. The task group flagship shall not be used for traffic relays.
3. Use conical adapter and colored filters on twelve inch signal searchlights whenever possible to increase security.
4. Except in extreme emergencies visual silence shall be maintained from sunset to sunrise.



CRUISING INSTRUCTIONS

## PART I

General Cruising Instructions

References: (a) General Tactical Instructions.  
(b) Part III, USF 10(A).  
(c) Part III, First Car TFI-1.

1. Scope. Part I covers general instructions for cruising and for flight operations applicable primarily to ships. Special instructions for ship maneuvering and lighting during night air operations are given in Part II of Annex George (Air Group Rendezvous (Day and Night)).
2. The following interpretations are made:
  - (a) Para. 3517 of USF 10(A) Para. 3517 of First Car TFI-1. Dawn is one half hour before sunrise.
  - (b) Para. 3411 of USF 10(A). All ships steam at signalled speed.
  - (c) Para. 3455(b) of USF 10(A). Ships shall resume zigzag on signal.
  - (e) Para. 3453 (1), (c) USF 10(A). Resume zigzag upon signal after change of course on Corpen Love signal except when such signal is given in advance to be executed at a specified time, in which case zigzag will be resumed automatically ten minutes after execution of the Corpen Love signal.
  - (f) Para. 3458 of USF 10(A). Mike Corpen signal by any ship does not change the last signalled course for the group.
  - (g) Turn Zebra Fox does not establish a new base course.
3. Particular attention is invited to the following paragraphs of the following references:
  - (a) Para. 3460 of USF 10(A).
  - (b) Para. 3340-3344 of USF 10(A).
4. The maneuvering instructions of paragraph 3300 of USF 10(A) are effective.
5. Carrier Station Assignments are as shown on Cruising Disposition Diagrams appended to this annex.

It is intended:

- (a) that carriers not engaged in flight operations will cruise in the stations specified by assigned coordinates.
- (b) That carriers (other than the guide) launching or landing aircraft by Method 1ble will adjust stations (roughly within their "Operating Areas") to avoid interference

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- between ships, between aircraft, and between ships and aircraft, opening out to 4.0 circle if necessary, heavy ships giving way as necessary. Adjustment should be made before scheduled time of commencement of air operations.
- (c) That aircraft will modify normal flight paths to minimize interference as much as possible. In particular, where aircraft taking off may foul aircraft in the landing circle of adjacent carrier the aircraft taking off will keep clear and their parent carrier will adjust station to the maximum to avoid interference.
6. Relative Wind. When practicable, a speed will be signalled to give at least 30 knots of relative wind for day time aircraft launching operations, 35 knots for night operation, dawn or predawn launching, and at least 30 knots for landing operations in which CVL's are involved.
7. Light Winds. The advantages derived from seeking a special wind on the bow when carriers in company are launching or landing in light winds and/or in darkness are outweighed by the disadvantages in ship safety and rendezvous of the Carrier Air Groups. For all night aircraft landing and launching operations and for those day operations in which the ship's speed is 25 knots or greater and the true wind speed is five knots or less, carriers will conform to the signalled course and speed, suspending operations temporarily when wind conditions (Near squalls, etc.) are considered dangerous.
8. Routine Air Patrols normally will be relieved on stations, and when they are only air operation involved, will be launch-landed by Method Baker. For such operations the time specified in the Daily Air Plan is the time of launch of the relieving patrol. The patrol relieved will commence landing fifteen minutes later. However, the dawn launch of routine patrols will be conducted by Method Able unless otherwise signalled.
9. Temporary Changes of speed, course or station, not embarrassing to other ships, are always authorized for individual ships in order to bring the maximum number of offensive weapons into action against the enemy or to avoid enemy attacks.
10. Detached Missions. A ship sent on a detached mission (rescue of survivors, investigation of contacts, etc.), in the absence of other instructions, will commence rejoining before TBS contact is lost. If the commanding officer feels that additional time would enable him to accomplish his mission he should so inform the Task Group Commander before losing contact.

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11. Unless otherwise directed when forming column, ships will take station from van to rear: San Diego, Vincennes, Houston, Miami, Cabot, Intrepid, Bunker Hill, Independence, New Jersey, Iowa, and Oakland, distance 1000 yards.
12. Pickets. Commander AntiSubmarine Screen assign pickets in accordance with Annex "B", C.F.C.T.F.P. OpOrder No. 11-44 and be prepared to assign additional destroyers to occupy picket stations. When possible in making assignments, select DD's having VHF equipment to provide two channels of voice communications. Purpose of picket stations is to provide:
  - (a) An advanced visual, sound, and radar lookout post.
  - (b) A point at which the CAP may be orbited during the day so as to anchor them at most advantageous spot.
  - (c) Fighter direction, if DD with VHF and qualified intercept officer is available.
  - (d) A point of orientation for the ASP.

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ANNEX CHARLIE

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PART II

CRUISING INSTRUCTIONS

1. The following station assignments are made for the disposition indicated:

SHIP	5R5	5V5	5R3	5V3
1 INTREPID	2.5090	2090	2.5060	2060
2 BUNKER HILL	2.5270	2270	2.5300	2300
3 CABOT	2.5000	2000	0000	0000
4 INDEPENDENCE	2.5180	2180	2.5180	2180
5 VINCENNES	5060	5060	-----	-----
6 HOUSTON	5300	5300	-----	-----
7 MIAMI	5240	5240	-----	-----
8 NEW JERSEY	0000	0000	-----	-----
9 IOWA	5120	5120	-----	-----
10 SAN DIEGO	5000	5000	5045	4060
11 OAKLAND	5180	5180	5315	4300
SCREEN	7 Circle	5 Circle	5 Circle	4 Circle

N.B. All destroyers not assigned above will be assigned by Commander Anti-Submarine Screen to appropriate stations as pickets, linking vessels, intermediate screen, division to engaged side, or otherwise.

- NOTES: 1. Above dispositions are described in following paragraph and appendices 1-4 to this annex.
2. For launching or recover of routine patrols or other short air operation by one carrier, such carrier will conduct its operation by method Baker. Use of Method Baker should be anticipated, and carrier take position most favorable to completion operation without going outside of screen.
3. ComAntiSub Screen will assign stations in the screen.

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- 4. For night carrier operations see Annex George, Part III.
- 5. For fueling disposition see Annex Easy, Part I.
- 2. Cruising disposition instructions.

A. 5R3 Instructions. (See Appendix 1, hereto).

- (a) Cruising Disposition 5R3 is a normal task group day or night high visibility disposition.
- (b) - - - - -
- (c) - - - - -
- (d) The guide normally is in the Center.
- (e) - - - - -
- (f) Station assignments are as indicated:  
(1) Carriers normally will take stations as indicated. To avoid interference between aircraft and ships, positions may be adjusted out to Circle 4.
- (g) - - - - -
- (h) - - - - -
- (i) Carrier Air Groups are assigned rendezvous sectors as shown in Appendix A, Annex George hereto.

B. 5V3 Instructions: (See Appendix 2 hereto)

- (a) Cruising disposition 5V3 is an Air Defense disposition.
- (b) This disposition normally will be formed from 5R3.
- (c) - - - - -
- (d) The guide normally is in the Center.
- (e) - - - - -
- (f) Station assignments are as indicated in the diagram.
- (g) - - - - -

(h) - - - - -

(i) - - - - -

C. 5R5 Instructions: (See Appendix 3 hereto)

(a) Cruising disposition 5R5 is a normal Task Group day or night high visibility disposition.

(b) - - - - -

(c) - - - - -

(d) The guide is normally in the Center.

(e) - - - - -

(f) Station assignment areas indicated in the diagram.

(1) Carriers normally take stations as indicated. To avoid interference between aircraft and ships, positions may be adjusted out to circle 4. Dotted circles show carriers maneuvering space for air operations.

(2) NIGHT AIR OPERATIONS. Carriers will move out to Circle 5.

(3) If only one BB is present she will take station 0000.

(g) - - - - -

(h) - - - - -

(i) Carrier Air Groups are assigned rendezvous sectors as shown in Appendix A, Annex George hereto.

D. 5V5 Instructions: (See Appendix 4 hereto)

(a) Cruising disposition 5V5 is an air defense disposition.

(b) This disposition normally will be formed from 5R5.

(c) - - - - -

(d) The guide normally is in the Center.

(e) - - - - -

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(f) Station assignments are as indicated in the diagram.

(1) If only one BB is present, she will take station 0000.

(g) - - - - -

(h) - - - - -

(i) - - - - -

ANNEX CHARLIE

PART III

References, Points, Routes, Etc.

1. Reference Points

Geographical reference points are tabulated in paragraph 1, Annex "C" to C.W.P.T.F. OpPlan No. 14-44.

2. Routes

Established routes are listed in paragraph 2, Annex "C" to C.W.P.T.F. OpPlan No. 14-44.

3. Submarine and Restricted Areas

For location of all areas in which there exists bombing and attack restrictions see paragraph 6, Annex "C" to C.W.P.T.F. OpPlan No. 14-44. See also Section 2, Part IV, Annex Dog hereto.

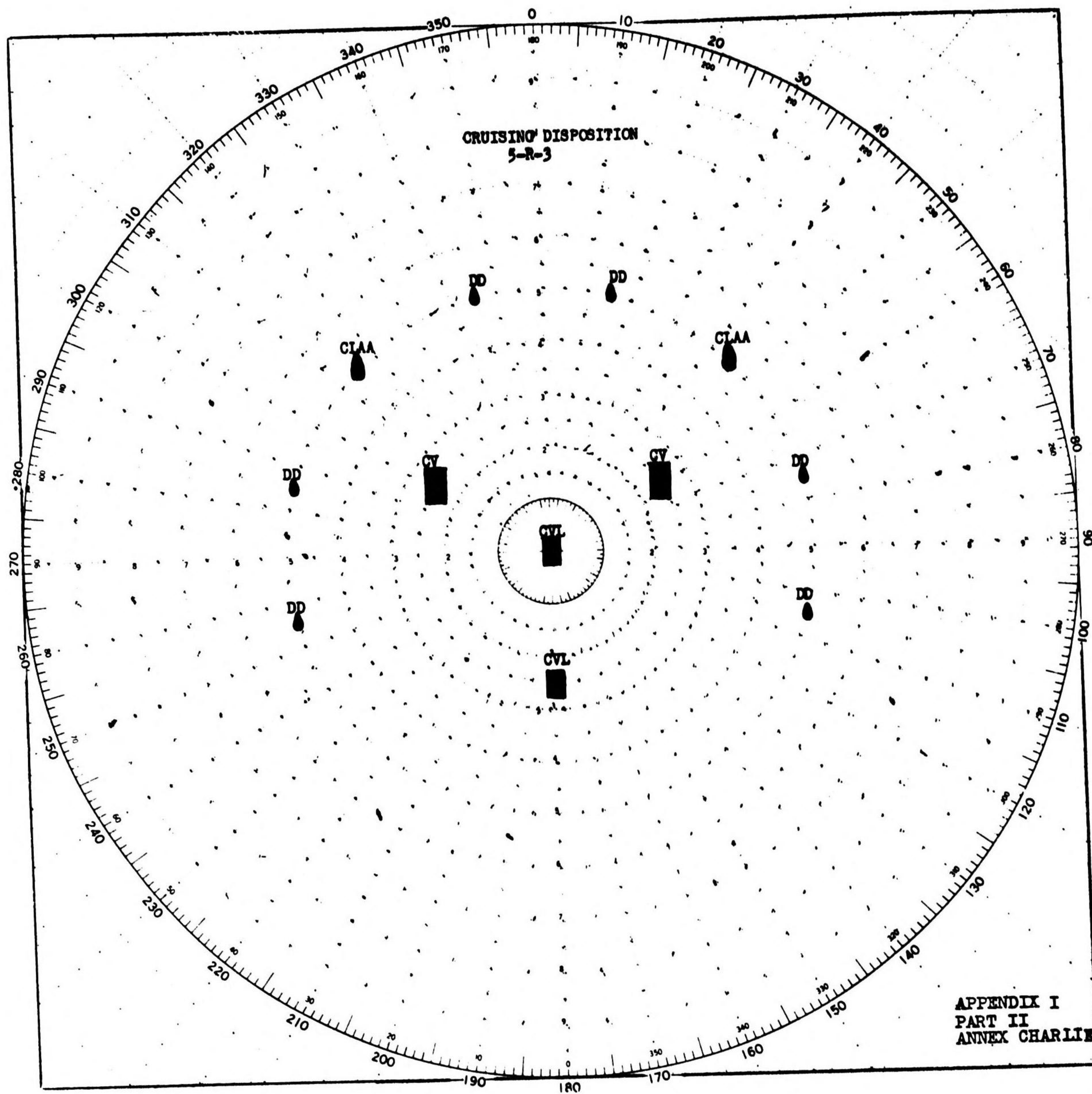
4. Time and Distance Table

A time and distance table is contained in Appendix 1, Annex "D" to C.W.P.T.F. OpPlan No. 14-44.

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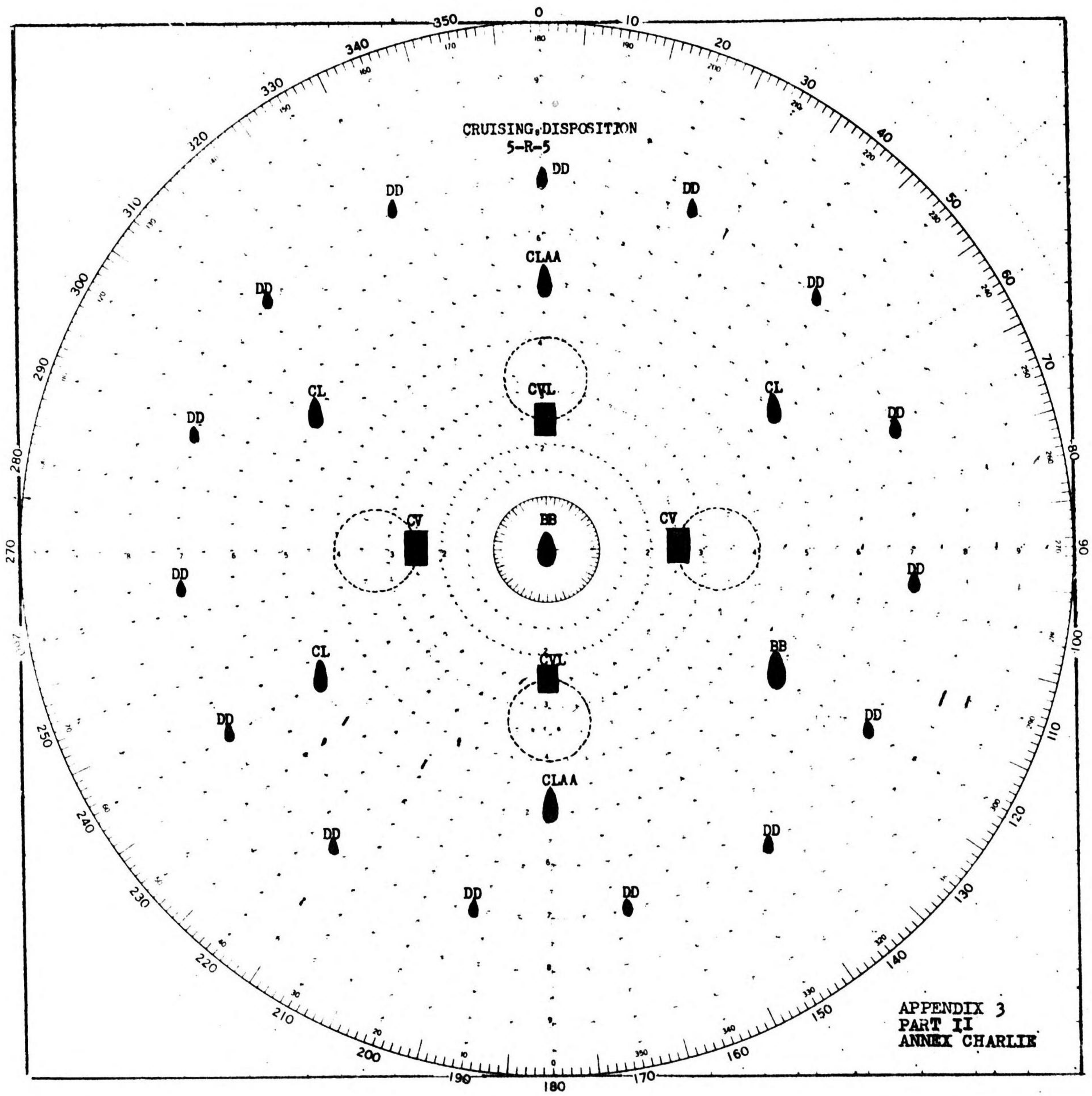
PART IV

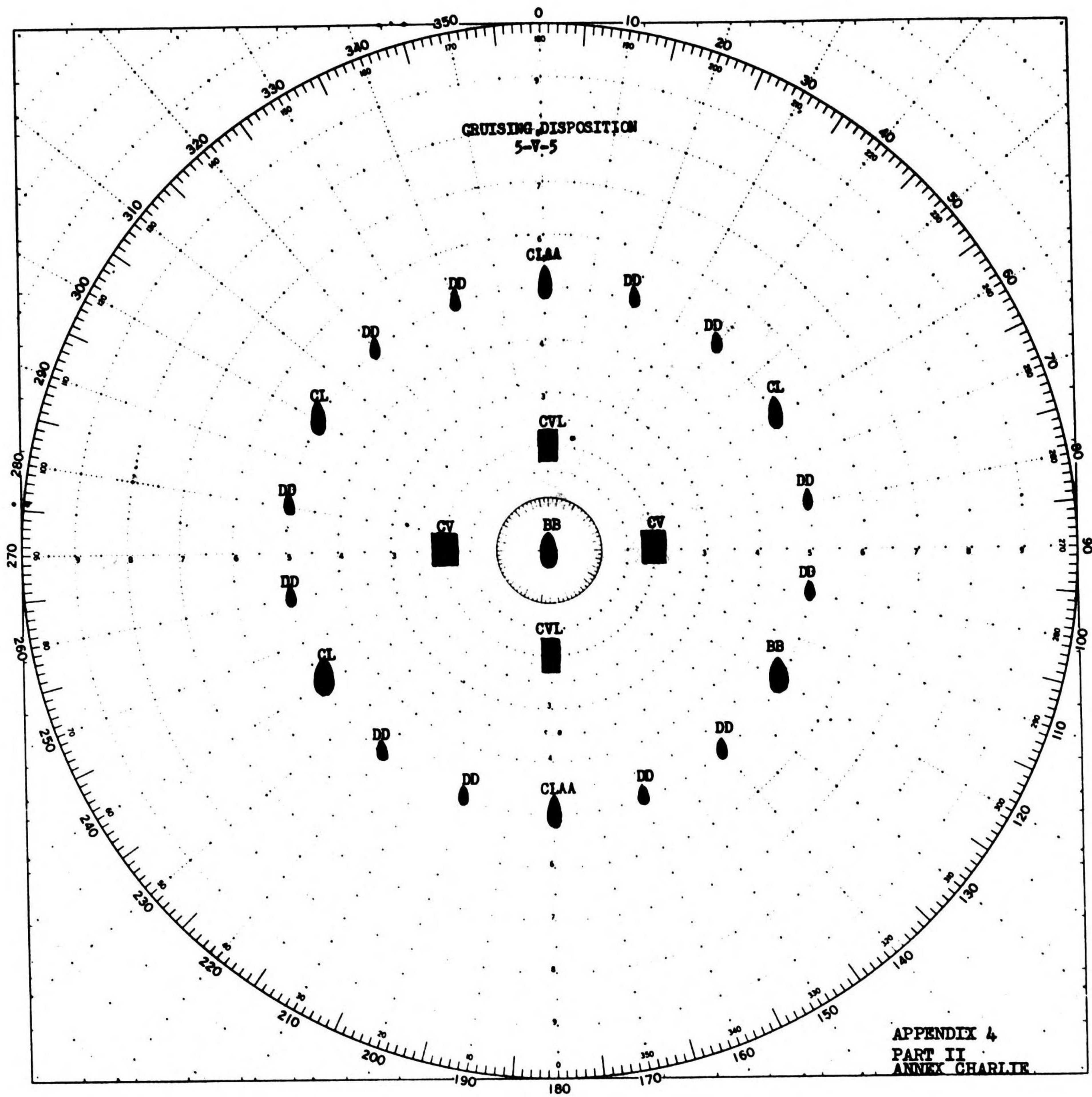
1. Track Chart for this operation is contained in Annex "B", C.F.C.T.F.P. OpOrder No. 11-44.











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ANNEX DOG

INTELLIGENCE

- Reference:
- (a) ComWesternPacific Task Force OpPlan 14-44.
  - (b) ComFirstCarTaskForPac OpOrder 11-44.
  - (c) ComAirPac Serial 00977 material on Evasion, Survival and Escape.
  - (d) JICPOA Bulletin 63-44 of 15 May, 1944.
  - (e) INTERIM Report on FORMOSA prepared by Assistant Chief of Air Staff, Feb., 1944.
  - (f) CinCPac - CinCPOA Bulletin No. 119-44 of 1 August 1944.
  - (g) Airfields and Seaplane Bases in FORMOSA, OpNav-16-V #S87, June, 1944.
  - (h) JANIS 87 - FORMOSA - June 1944.
  - (i) Air Objective Folders Nos. 91.3, 91.4, 91.5, 91.6 and 91.7, prepared by USAAF Intelligence Service 1 December 1942, and February 15, 1943.
  - (j) CinCPac - CinCPOA Bulletin #125-44 of 15 August 1944.
  - (k) JICPOA ATF 108A of 1 July 1944.
  - (l) ONI 93.
  - (m) Allied Geographical Section S.W.P.A. special report #60.
  - (n) Air Objective Folder Nos. 96.1, 96.2 published by USAAF Intelligence Service, 15 August 1943.

PART I

General Intelligence Summary

The mission of the operation set forth in reference (b) is the support of landings on LEYTE, CEBU and NEGROS in the PHILIPPINES by attacking enemy aircraft, shipping and shore installations at OKINAWA JIMA, FORMOSA, LUZON and the VISAYAS. In addition to its effect as a diversion this operation will also serve the additional purpose of destroying enemy aircraft and enemy shipping and of obtaining photographs and current target information otherwise unavailable. The information which is available on OKINAWA JIMA and FORMOSA has been compiled from a variety of sources, none of them recent. This makes it imperative that every effort be made not only to obtain complete photographic coverage but to supplement such coverage with all the information that can be brought back by pilots.

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The assignment of targets within Task Group 38 by reference (b) limits this task Group to certain sectors. Pilots will be briefed most thoroughly on these areas. However, in view of the flexible nature of the operation and the fact that later strikes may be shifted to another area than that assigned if the original area lacks targets, it is imperative that all pilots become familiar with the entire area under attack.

No attempt is made herein to set forth the target information which is contained in the references. Comments will be made on that material with the purpose of assisting Intelligence Officers to obtain and distribute the necessary information in the short time available. Intelligence Officers will disseminate to all pilots and aircrewmembers and to all ship's officers who need to know, the information in this annex and in the references.

It is believed that carriers in this Task Group hold all references cited. If this is not the case it is requested that this command be informed by message drop or guard mail although it may not be possible to supply the missing material. Additional information received by the flagship will be sent out by visual despatch or message drop.

Parts II and III of Annex Item specify the daily action reports which are to be made. Able Baker reports will be sent by each carrier to the Task Group Commander as early as possible on the morning following the day covered by the report. This report will be complete and not in installments. If possible it should be sent by message drop, otherwise by operation priority visual despatch. It must reach the flagship by 0900 at the latest.

Attention is called to general note #3 to Annex "C" of reference (b). Flash reports will be made to this Task Group Commander by operational priority visual. Each report will be prefaced with the number or letter designating the strike from which the information is obtained. Speed is of the essence. If interrogation produces further important target information send an additional report. Pay particular attention to reporting prospective targets and water-landings of pilots who may be rescued.

If target information is received which should go at once to strikes about to take-off or in the air send it at once to Task Group Commander by TBS #2. This message must be brief.

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Attention is called to the report to CTF 38 and CTG 38.1 required of all carriers by top secret mailgram 010458 of CTF 38. Three copies of this report should be sent to Commander Task Group 38.2 to reach him by sunset 21 October. Two copies will be forwarded by him to CTF 38 and CTG 38.1.

## PART II

### Description, Geography and Climate

OKINAWA JIMA is the largest of the Nansei Shoto, the chain of islands extending from FORMOSA to the Empire. It is a rocky, hilly island with several excellent harbors. The latter give to it much of its military importance, although it is also used as a staging base for aircraft passing from JAPAN to southern bases. Most of the population and the best harbors are in the southern part of this island. The northern half is hilly and mountainous with small harbors which may be used by Japanese shipping but probably only contain fishing vessels.

FORMOSA, lying to the southwest of the NANSEI SHOTO, is a mountainous island with the ridges running north and south. The majority of the population live on the coastal plains on the west side of the island. These mountains affect the climate, producing low clouds and rain on the east coast during the northeast monsoon and on the west coast during the southwest monsoon. The target area assigned to this Task Group is the northern part of the island including the important port of Kirun on the northeast coast and the airfields of Shinchiku and Matsuyawa on the northwestern coastal plain. It is improbable that all targets will be clear at the same time. During October the shift from southwest to northeast monsoon is in progress. It is more probable but not certain that the latter will blow than the former. There is a strong probability that there will be low clouds at Kirun during the attack by this Group. For a discussion of FORMOSA weather see reference (c).

The geography and climate of the Philippines are not described due to recent operations of this Task Group in that area.

The depths of water in harbors which may contain enemy shipping are set forth in Annex "F" of reference (b). These will be important if torpedo drops are to be made in these harbors.

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In briefing pilots it is suggested that particular attention be given to the heights of mountains which will be near targets since there is a good probability of encountering clouds enroute to the target.

### PART III

#### Enemy Forces

An estimate of enemy air strength in the southern NANSEI SHOTO and FORMOSA area is set forth in paragraph 5 of Annex "F" of reference (b). While this estimate is the best that can be made it may have been increased by additions from the Empire or decreased by replacements sent to the Philippines. More than one-half the estimated aircraft are Japanese Army planes so that pilots should be familiar with and expect to see all types of Army aircraft.

All estimates of Japanese aircraft in the area of this operation must be qualified by the fact that it is a simple matter for the enemy to fly in replacements from the Empire within a day or two. This fact will require constant vigilance on the part of pilots to observe new aircraft on previously vacant fields.

Information concerning the disposition of major units of the enemy fleet is incomplete. A probable disposition is set forth in paragraph 6 of Annex "F" of reference (b). Regardless of the exact accuracy of this information it is clear that there are major units including carriers in the Empire and that there are major units probably without carriers in the Singapore - Malaya - Borneo area. Recognition features of Japanese warships will be reviewed with all pilots, particularly with those who will be flying sector searches.

There are no indications that any major part of the enemy fleet will be risked in an engagement at this time. Such an engagement by the enemy does not seem logical. However, the mental reactions of Japanese do not follow patterns of logic understood by us. In view of this fact and of the very serious threat to Japan's present Philippine and East Indian possessions contained in this operation it is entirely possible that a major engagement may take place.

Virtually no information is available concerning enemy aircraft searches. As a general practice Japanese fly 600 mile searches in the direction of a probable attack

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when sufficient planes are available. This is extended to 700 miles if the enemy feels an attack is likely to occur. Recent encounters between a FRANCES and a PBM at 17 North 132-20 East and between a FRANCES and a PB4Y at 21-23 North 129-55 East would seem to indicate searches from northern Luzon, Formosa or one of the Nansei Shoto.

#### PART IV Friendly Forces

In addition to Task Groups 38.1, 38.2, 38.3 and 38.4, operating in company, there will be friendly submarines and a group of friendly oilers in the same general area during the first part of this operation. No other friendly surface forces will be in this area.

Friendly submarines will be engaged in offensive patrols, reconnaissance and rescue. Current submarine operating areas have been set forth in paragraph 3 of Annex "F" of reference (b). In addition to the submarine notices there set forth, notice number 33 (CinCPac 302152, H138) has been issued. Mention is made of SOP 1 becoming effective on 4 October and replacing PacFleet Letter 18CI-44. This has not been received by this command. If it comes to this command but not to all ships it will be retransmitted to the Task Group.

The restrictions on attacks on submarines will be complied with by all those engaged in anti-submarine operations.

Information concerning the movement of amphibious forces near the Philippines has not been received but will undoubtedly be supplied in the future.

The current plan of air searches, by friendly planes is set forth in Annex "H" of reference (b). In addition to U.S. Naval aircraft, Army B-29, B-24, B-25, A-26, A-20, P-61, P-51, P-47, P-40, P-39, P-38 aircraft may be encountered in this operation. Pilots, aircrews and ships gunners will be instructed in recognition of these friendly aircraft.

#### PART V Targets

General target assignments are set forth in Annex "C" of reference (b). Note 1 of that Annex establishes priorities for targets. Attention is called to the fact that aircraft in the air and on the ground are targets for VF but that aircraft on the ground are not assigned as a target for VB or VT. First priority for both VB and VT is shipping. Since it will be impossible to predict how much

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shipping will be present at Okinawa Jima, at Formosa or at Luzon it will be necessary for all pilots to be informed thoroughly of land targets in the order of their importance which are to be attacked in the absence of shipping.

Target assignments for this Task Group are set forth in PART III of Annex Able.

The information on targets contained in Annex "F" of reference (b) is supplemented by references (d) through (n). Reference (d) contains the meager information available concerning OKINAWA JIMA. Good photographs of airfields on FORMOSA are reproduced in reference (g). General material on FORMOSA targets is contained in references (e) and (h). References (j) through (n) deal with targets in the Philippines. Lists of airfields in the Clark Field area and on Leyte are being reproduced and distributed.

#### PART VI

##### Counter Intelligence

Proper counter-intelligence methods are set forth in paragraph 10 of Annex "B" of reference (a). Part II of reference (c) contains information concerning Japanese interrogation of prisoners. All pilots and aircrewmembers will be instructed in these procedures. All hands will be informed that only name, rank or rate and serial numbers are to be given in the event of capture.

#### PART VII

##### Survival

On OKINAWA JIMA a pilot or aircrewman who was forced down could expect little help from natives. While the people of Nansai Shoto are culturally somewhat different from the Japanese they can be regarded as a part of the Empire in their attitude to the war. Hiding and putting to sea in a rubber boat with the hope of being picked up by a friendly submarine would be the best chance for escape.

On FORMOSA the picture is brighter. There is nothing to indicate that there are active guerrillas but the major part of the population of the island having Chinese ancestry might be friendly to Americans. The usual rule of keeping to the hills and away from the coastal plain certainly applies on this island, since the major part of the island consists of mountainous country.

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Survival methods on LUZON and in the VISAYAS are described in Annex "F" of reference (b). The carriers of this group have the basic information on escape in these areas from previous operations.

Attention is called to note 12(f) to Annex "C" of reference (b) establishing reference points for rescue by seaplane.

The distribution of reference points and calls for lifeguard submarines is being made by Com/irPac. For emphasis it is desired to call attention to the provision in note 12 to Annex "C" of reference (b) to the effect that the Task Group with the lifeguard submarine RCAP duty will be responsible for transmitting the position of downed aviators to the submarine. Those concerned will see that this duty is properly performed and that the Task Group Commander is kept informed of the receipt and of the non-receipt of all such messages.

LOGISTICS  
PART I  
GENERAL FUELING INSTRUCTIONS

Reference: (a) USF 10(A).

1. Fueling at sea will be conducted in accordance with instructions contained in Section 5200 and Appendix 4 of reference (a).
2. Fueling will be conducted in disposition 5-R. If three tankers are assigned, their stations will be 3.0000 (Guide), 3.5030°, and 3.5330°, other ships giving way as necessary.
3. Heavy ships not fueling zig-zag independently remaining within one thousand yards of assigned stations.
4. When other ships are fueling simultaneously from both sides of tankers, the carriers shall come alongside the tankers. (Reference (a) is modified for this Task Group accordingly.) The heavy ships shall give early information to the tanker as to which ship will tow.
5. Attack Doctrine
  - (a) In case of enemy Air Attack, fueling will be discontinued, hoses disconnected, ships cast loose and disposition 5-V taken without signal.
  - (b) In case of enemy Surface contact, fueling will be discontinued on signal. Tankers and escorts be prepared to withdraw on disengaged side at best speed.
  - (c) In case of Underwater Sound Contact ships fueling and fueling ships must be prepared to turn away from contact at such rate as not to part lines and fueling connections.
6. Unless otherwise directed, fuel to 95% capacity.
7. Gasoline. Carriers will take on the maximum aviation gasoline possible while fueling. Due to the slow rate of pumping aviation gasoline and if the supply of aviation gasoline is so low that additional time will be required to fill the capacity with aviation gasoline, carriers will inform the Task Group Commander of additional time required to complete fueling.

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8. Heavy ships, as soon as practicable after commencing fueling, shall signal to the OTC their estimated time of completion.
9. While fueling, ComScreen maintain sufficient screening vessels in the screen at all times.
10. Fueling dates and areas in accordance with Annex B and Annex C of C.F.C.T.F.F. OpOrder No. 11-44.
11. Expedite fueling in accordance with paragraph 2, Logistics section of Annex C of C.F.C.T.F.F. OpOrder No. 11-44. When ship being fueled two blocks Able, next relay take readiness position astern in order to come alongside tanker promptly.

PART II  
SCREEN FUELING PLAN

1. Screening vessels will fuel in the order directed by ComAntiSubScreen.

PART III  
FUELING SCHEDULE

1. Fueling dates in accordance with Annex B and Annex C, Page 5, C.F.C.T.F.F. OpOrder No. 11-44.
2. Fueling order of ships will be as directed by C.T.G. 38.2.

PART IV  
GENERAL LOGISTICS  
SECTION I  
GENERAL INSTRUCTIONS

1. Logistics support at sea.
  - (a) Exchange of urgently required spare parts among ships of this group tends to increase to overall fighting efficiency. Ships requiring parts will inform C.T.G. 38.2.
  - (b) Heavy ships of the task group make every effort to supply destroyers requirements at sea.

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2. Logistic support after arrival in port.

(a) Before entering port ships will make reports on repair and logistic requirements listed in Annex Item.

(b) The senior Type Commander of each type (except carriers) in the task group will coordinate logistics for his ships. In the absence of directives to the contrary, logistics for carriers will be handled by individual ships direct, keeping C.T.F. 38 and C.F.C. 38.2 informed.

SECTION II

1. Availability of supplies will be made as contained in Annex "C" to C.N.F.T.F. OpPlan No. 14-44, and paragraph "4" to C.F.C.F.F.F. OpOrder No. 11-44.

BATTLE PLANS

7 October 1944

PART IGENERAL BATTLE DOCTRINE

Reference: (a) Part IV, USF 10(A) "Fighting Instructions."

1. Readiness.

(a) C.T.G. 38.2 will signal desired conditions of readiness for aircraft and boiler power. Material and Gunnery readiness conditions in accordance with current instructions.

2. Battle Efficiency of crews. It is considered that the battle efficiency of the crews will be enhanced by the following measures which are left to the discretion of commanding officers.

(a) Careful consideration of the provisions of paragraph 2100 and following of USF 10(A) in regard to obtaining as much rest for the crew as is practicable during protracted operations.

(b) Announcement to the crew beforehand of the sounding of the General Alarm or other manning of battle stations when it is being done as a matter of routine alert.

(c) Use of Torpedo (Gunnery) Defense Quarters as a preliminary step to going to General Quarters.

(d) Avoidance of going to battle stations too early or too frequently for single or distant bogies.

(e) Promulgation to the crew of the immediate tactical situation (i.e., information concerning contacts, bogies, skunks, etc.) as soon as practicable after the sounding of Torpedo Defense or General Quarters.

(f) Frequent promulgation to the crew of information concerning the operations in progress to the greatest extent that security permits.

ANNEX FOXPART II

7 October 1944

AIR ATTACKS

References: (a) USF 10(A), Part IV.  
(b) FirstCar TFI-1, Part IV.

1. Normally when enemy planes approach within 25 miles of the task group or when enemy planes are detected at ranges greater than 25 miles and subsequently lost from the radar screen and there is probability of attack, the task group will be alerted by CTG 38.2 over TBS or by flag signal.
2. Defense measures against air attacks will be in accordance with reference (a), particularly with paragraphs 4660 and following, and with reference (b), particularly paragraphs 4672 and following.

PART IIISURFACE ATTACKS

1. Major Surface Engagement
  - (a) If action is directed by ComTIRDFleet, it will be in accordance with paragraph 4, Annex "A" to C.M.P.F. OpPlan 14-44.
  - (b) If action is by CTG 38.2 while this group is operating alone, it will be as contained in Appendix I to this Annex.
2. Minor enemy surface forces. The destruction of minor enemy surface forces or crippled ships normally will be accomplished by one or more destroyers to be detached as directed by CTG 38.2.

PART IVSubmarine Attacks

1. Operation against submarine attacks shall be in accordance with FirstCar TFI-1, Paragraph 4454 and USF 10A Paragraphs 4450 and following.
2. Compliance will be had with restrictions (PacFlt Conf. ltr. 18CL-44) in the four classes of operating areas (contained in Appendix 3, Annex "C", C.W.P.T.F. OpPlan 14-44). PacFlt 18CL-44 probably will be replaced by SOP-1.

PART VEmergency Maneuvers

1. Maneuvering in emergencies shall be in accordance with Paragraphs 3370 - 3383 inclusive USF 10A.

PART VIDamaged Ships

1. Handling of damaged ships will be in accordance with Paragraph 4811 of FirstCar TFI-1 and Paragraphs 4800 - 4825 USF 10A.
2. In case of severely damaged ship, Commander Support Unit will designate a cruiser to tow, Commander Screening Unit will designate two (2) destroyers to screen, and the Task Group Fighter Director will direct an ASP to cover the damaged ship.



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## Appendix 1 to Annex Fox

Commander Task Group THIRTY EIGHT POINT TWO Operations Order No. 3-44

## BATTLE PLAN

## Part I

Task Organization(a) Task Unit 38.2.4 - Carrier Unit - Rear Admiral Bogan.Task Unit 38.2.41 (Carriers) - Rear Admiral Bogan.INTREPID (F)  
BUNKER HILL  
CABOT  
INDEPENDENCE

2CV

2CVL

Task Unit 38.2.42 (Carrier Screen) - Captain MullanSan Diego (F)  
Oakland

2CL(AA)

DesDiv-105 - Captain Jarrett.Cushing (F)  
Colahan  
Halsey Powell  
Uhlmann  
Benham

5DD

(b) Task Unit 38.2.5 (Support Unit) - Rear Admiral Whiting.CruDiv-14 (less Vicksburg) - Rear Admiral Whiting.Vincennes (F)  
Houston  
Miami

3CL

DesDiv-106 - Commander Tompkins.Yarnell (F)  
Twining  
Stockham  
Wedderburn

4DD

006  
(twv)

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1. Information

- (a) As contained in my OpOrder 3-44,
- (b) Current dispatches.

2. Mission.

- (a) Destroy enemy forces or units.

3. (a) Task Unit 38.2.4 take station on disengaged side of Task Unit 38.2.5. Attack enemy forces or units with bombs, torpedoes and gunfire. Furnish fighter cover for engaged units.

- (b) Task Unit 38.2.5 engage enemy in accordance with CTU 38.2.5 OpPlan which is part 2 hereof.

(X) (1) This plan will become effective upon signal.

(2) Upon plan becoming effective:

(a) CTU 38.2.5 will direct formation, course, etc. of TU 38.2.5.

(b) CTU 38.2.42 will reorbit carrier unit screen.

4. - - - - -

5. (a) Communication in accordance with Annex Baker my OpOrder 3-44.

(b) Commander Task Group THIRTY-EIGHT POINT TWO and Carrier Unit (T.U. 38.2.4) in INTREPID.

*G. F. BOGAN*  
G. F. BOGAN.

7 October 1944.

Special Doctrines

## Part I

RESCUE  
Section 1General

1. C.T.C.38.2 will make every possible effort to rescue personnel. Success depends on the accurate and proper dissemination of all necessary information regarding position and status of personnel in water and thorough briefing of all concerned with all phases of rescue program.
2. Pilots should make themselves thoroughly familiar with all phases of survival intelligence and rescue procedure (See this Annex, Annex Dog and para. 12 page 4 Annex "C" of C.F.C.T.F. OpOrder 11-44).

Furthermore all pilots should be briefed in detail on Rescue Facilities in paragraphs 5400-5418 FirstCar TFI-1 and Air, Sea and Rescue Lifeguard Services, appendix 7 to Annex "E" to C.W.P.T.F. Op-Plan 14-44.

3. Reference Points and Names therefor are tabulated in Appendix 7 to Annex "E" to C.W.P.T.F. OpPlan 14-44.

Section 2Procedure for Crash away from Disposition

1. Communications in accordance with Appendix 7, to Annex "E" to C.W.P.T.F. OpPlan 14-44 and Annex "C" to C.F.C.T.F. OpOrder 10-44.
2. Submarine CAP duties stated in Annex "C" to C.F.C.T.F. OpOrder 11-44.
3. Procedure, in accordance with Appendix 7 to Annex "E" to C.W.P.T.F. OpPlan 14-44, and paragraphs 5400-5418 FirstCar TFI-1.

Section 3Procedure for Rescue Within  
Visual Distance of Task Group

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1. The destroyer in best position to recover personnel from water maneuver to effect rescue.
2. Large ships passing close aboard shall throw visible markers to indicate position of personnel in water, and shall be prepared to throw over suitable flotation gear when it is considered helpful.
3. Ships having personnel overboard, or ship nearest location of plane's water landing shall broadcast information on TBS, being sure to identify reporting ship. Plane nearest the survivors will orbit and direct surface ship to scene. The destroyer that commits itself to the rescue mission will acknowledge information, proceed with rescue and make brief report to C.T.C. 38.2 relative to results. This report should include names and rank of personnel, unit to which attached, and a statement of their condition.
4. Planes making controlled forced landings will do so 1000 yds. ahead of and slightly on the bow of designated destroyer. In case of communication failure pilot land ahead of any destroyer in the forward part of the screen.
5. Carriers will provide rubber life rafts, smoke pots and dye markers at the landing signal officer's station and in port walkway aft. These shall be manned during flight operations and accessible at all times.

#### Section 4

#### Life Guard Submarine

1. Lifeguard submarines will be in vicinity of Reference points.
2. Transmissions to these submarines must be in plain language, must follow prescribed procedure and must not use term "Lifeguard."
3. General instructions will be in accordance with paragraphs 5400-5418 of FirstCar TFI-1, and Appendix 7 to Annex "E" to C.W.P.T.F. Op-Plan 14-44, and Annex "C" of C.F.C.T.F. OpOrder 11-44.

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PART IIAIR GROUP RENDEZBOUS (DAY OR NIGHT)

References: (a) Chapter I, USF 77A.  
 (b) Para. 3527 and 2528, FirstCar TFI-1.

Section 1General Provisions

1. Orientation in accordance with appendix "A" hereto.

Section 2Night Operations

1. Night fighter instructions are in Part VI hereto.
2. Lighting in accordance with paragraph 3528(a), FirstCar TFI-1, Part I, Annex Able to this order.
3. Procedure as stated in paragraph 3528(6) FirstCar TFI-1.

PART IIISEARCH RADAR

References: (a) USF 10(A).  
 (b) USF 70(A).  
 (c) FirstCar TFI-1.

Section 1Radar Guard

1. Establish classes of radar guard as provided in paragraph 6161 of reference (c).

Section 2Condition of Radar Silence

Reference: (a) USF 70(A) Art. 2130.

1. Conditions of radar silence as defined by reference (a) will be observed as provided in Annex Baker to this order.

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Section 3Radar Guard Ships

1. Radar Guard Ships are contained in Annex B to this order.

PART IVIdentification (IFF)

1. Conditions of IFF Silence are contained in paragraph 6552 USF 10(A).
2. Current doctrine applied in accordance with paragraph 6551-6552 USF 10(A), and paragraphs 6500-6515 FirstCar TFI-1.
3. Conditions effective in accordance with Annex Baker to this order.

PART V - HUNTER-KILLER

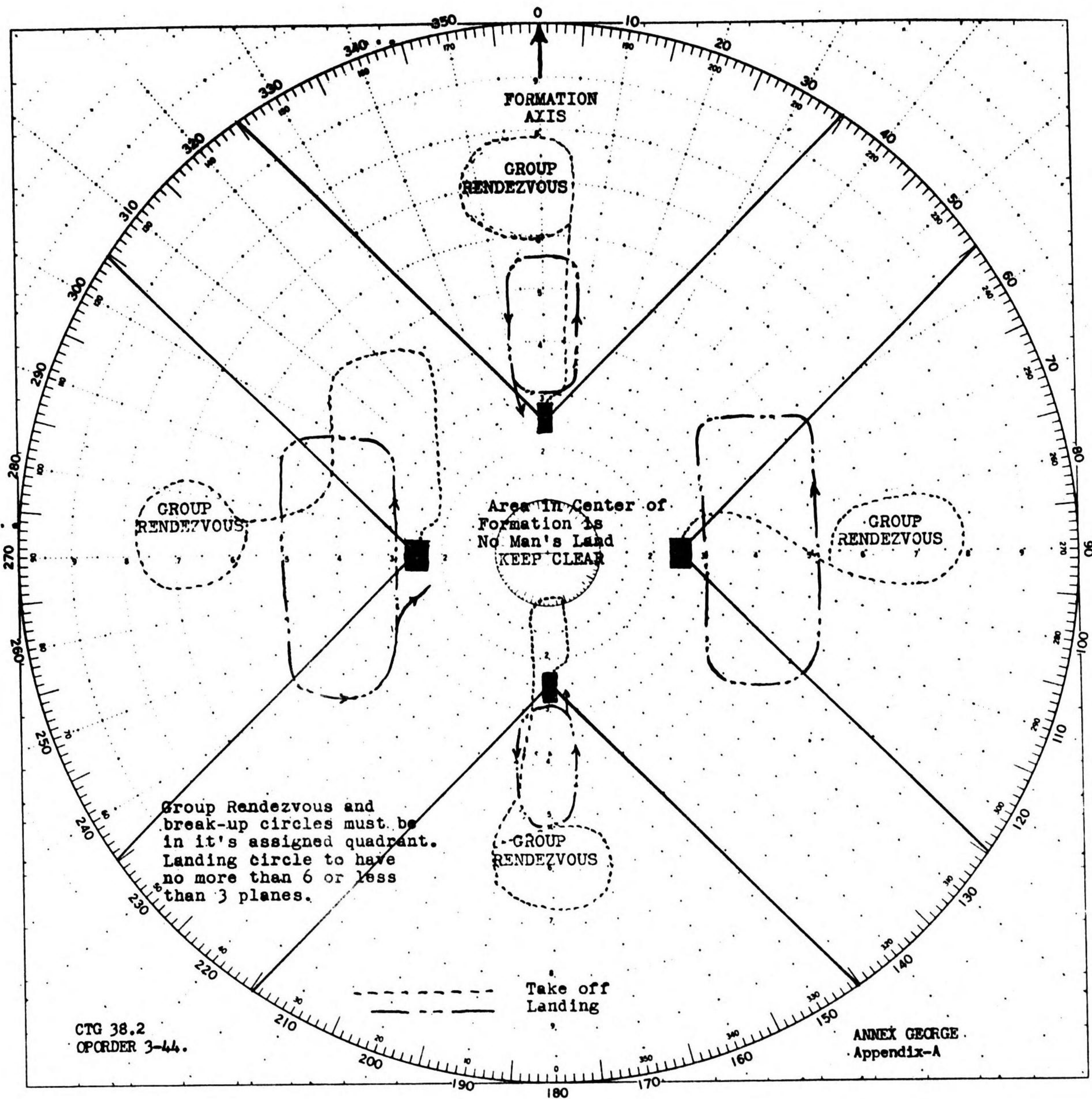
1. Hunter-killer doctrine as contained in Part III FTP 223.

PART VI - NIGHT FIGHTERS

1. Night Fighter Doctrine as contained in USF 77B (latest revision) and paragraph 6188 FirstCar TFI-1.

PART VII - FIGHTER DIRECTOR

1. Fighter Direction Doctrine as prescribed in USF 10(A), paragraphs 6300 and following, Annex "P" to C.W.P.T.F. OpPlan 14-44, and FirstCar TFI-1 paragraphs 6320 and following.
2. Inter Fighter Director Code Part IV, Annex "C" CentCom Two effective.



ANNEX HOW  
CHRONOLOGICAL SUMMARY

PART I

<u>Friday</u>	<u>6 October</u>	<u>A-14</u>
<hr/>		
S.R. 0548 S.S. 1748		
<u>This Group</u>		
Air -	Nothing.	
Surface -	At 1800 Item, depart from Ulithi for rendezvous with T.G.s 38.1, 38.3 and 38.4 at 15°-30' N - 130°-00' E.	
 <u>Other Forces</u>		
T.G.s 38.1, 38.3, and 38.4 enroute to rendezvous.		
<hr/>		
<u>Saturday</u>	<u>7 October</u>	<u>A-13</u>
<hr/>		
<u>This Group</u>		
Air -	Routine CAP and ASP.	
Surface -	At 1700 Item (about), rendezvous at 13°-30' N - 130° -00' E. Form cruising disposition 3W. Axis 060°. Take station 2-38 (interval 12 miles).	
 <u>Other Forces</u>		
T.G.s 38.1, 38.3 and 38.4 make same rendezvous.		
<hr/>		
<u>Sunday</u>	<u>8 October</u>	<u>A-12</u>
<hr/>		
S.R. 0533 S.S. 1722		
<u>This Group</u>		
Air -	Routine CAP. Task Force VF(N) duty.	
Surface -	At 0600 Item, rendezvous with fueling group (2 oilers) vicinity 19°-00' N. - 139°-00' E. Course 100°, speed 10, axis 060°, guide T.G. 38.3.	
 <u>Other Forces</u>		
T.G.s 38.1, 38.3, and 38.4 all fuel.		
<hr/>		
<u>Monday</u>	<u>9 October</u>	<u>A-11</u>
<hr/>		
<u>This Group</u>		
Air -	Routine CAP and Task Force SNASP.	
Surface -	Commence high speed approach at 1200 Item near 21°-00' N. - 137°-00' E.	
 <u>Other Forces</u>		
T.G.s 38.1, 38.3 and 38.4 on same approach as 38.2.		
<hr/>		



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Tuesday 10 October A-10

S.R. 0615 S.S.

This Group

Air -

Task Force VF(N) duty. Routine patrols; CAP and Search, Photo mission, attack, reconnoiter, target coordinator, RCAP (if directed), sweep and strikes as scheduled in Annex Able.

Surface -

At 1800 (about) depart for fueling area.

Other Forces

T.G.s 38.1, 38.3, and 38.4 same as 38.2 except as to items of air schedule.

Wednesday 11 October A-9

S.R. 0619 S.S. 1816

This Group

Air -

Routine CAP.

At 1400 (about), search 270° - 300°, distance 250 miles.

Surface -

At 0600 - fuel (2 oilers) at 20°-00' N 123°-00' E. on course 260°, speed 12, axis 060°, guide T.G. 38.3.

At 1900 (about), commence high speed approach toward FORMOSA.

Other Forces

T.G.s 38.1, 38.3, and 38.4 similar to 38.2 except as to items in air schedule.

Thursday 12 October A-8

S.R. 0650 S.S. 1826

This Group

Air -

Sweep, target coordinator, strikes, search, and RCAP as scheduled Annex Able.

Task Force VF(N) duty.

Surface -

- - -

Other Forces

T.G.s 38.1, 38.3, and 38.4 similar to 38.2 except as to items in air schedule.

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Friday 13 October A-7

S.R. 0650 S.S. 1826

This Group

Air -

At 0330 - VF(N) and VT(N) hecklers.  
Repeat A-8 sweep, strikes and patrols.

Surface -

At sunset, retire toward fueling rendezvous.

Other Forces

T.G.s 38.1, 38.3 and 38.4 similar to 38.2 except as to items of air schedule.

Saturday 14 October A-6

This Group

Air -

Routine CAP, and Task Force VF(N) duty.

Surface -

Enroute to fueling rendezvous.

Other Forces

T.G.s 38.1, 38.3 and 38.4 similar to 38.2 except as to items of air schedule.

Sunday 15 October A-5

S.R. 0616 S.S. 1808

This Group

Air -

Routine CAP (also ASP until after 38.4 fuels).

Surface -

At 0600, fuel (3 oilers) on course 225°, speed 13, axis 060°, guide 38.3. Commence approach on LUZON.

Other Forces

Air -

T.G.s 38.1, 38.3 and 38.4 similar to 38.2 except as to items on air schedule.

Surface -

T.G.s 38.3 and 38.4 similar to 38.2, and 38.1 commence approach on LEYTE - CEBU, etc.

Monday 16 October A-4

S.R. 0638 S.S. 1823

This Group

Air -

Routine patrols, TF SNASP until 1000 (about), sweep, two deck load strikes, and TF VF(N) duty as contained in air plan.

Surface -

- - -

Other Forces

T.G.s 38.3 and 38.4 similar to 38.2 except as to items in air schedule.

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CHRONOLOGICAL SUMMARY

<u>Tuesday</u>		<u>17 October</u>	<u>A-3</u>
S.R. 0638 S.S. 1823			
<u>This Group</u>			
Air -		Routine patrols, sweeps, strikes, target coordinator, and TF VF(N) duty, as contained in air plan.	
<u>Surface -</u>			
<u>Other Forces</u>		T.G.s 38.3 and 38.4 similar to 38.2 except as to items on air schedule.	
<u>Wednesday</u>		<u>18 October</u>	<u>A-2</u>
S.R. 0625 S.S. 1813			
<u>This Group</u>			
Air -		Routine patrols.	
Surface -		At 1000 Item, fuel near 15°-00' N. 128°-00' E.	
		After fueling, proceed to LEYTE.	
<u>Other Forces</u>			
Air -		T.G. 38.1 - Strike Leyte-Samar area.	
		T.G. 38.4 - Strike Cebu-Negros area.	
		T.G. 38.3 - Similar to 38.2.	
Surface -		T.G. 38.3 fuel and then proceed to Leyte. T.G. 38.1 and 38.4 depart for area Kerosene.	
<u>Thursday</u>		<u>19 October</u>	<u>A-1</u>
<u>This Group</u>			
Air -		Routine patrols, sweep and strikes (3) as scheduled.	
Surface -		Retire to Eastward.	
<u>Other Forces</u>		T.G.s 38.1 and 38.4 fuel, then depart for Leyte.	
		T.G. 38.3 - similar to 38.2 except as to items on air schedule.	
<u>Friday</u>		<u>20 October</u>	<u>A day</u>
<u>This Group</u>			
Air -		Strategic support.	
Surface -		- - -	
<u>Other Forces</u>		T.G. 38.3 - same as T.G. 38.2.	
		T.G.s 38.1 and 38.4 - support Leyte.	
<u>Saturday</u>		<u>21 October</u>	<u>A+1</u>
<u>This Group</u>			
Air -		Routine patrols.	
Surface -		Fuel. Rendezvous 12°-00' N - 129°-30' E.	
<u>Other Forces</u>		T.G. 38.3 - same as 38.2.	
		T.G.s 38.1 and 38.4 - support Leyte.	

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<u>Sunday</u>	<u>22 October</u>	<u>A+2</u>
<u>This Group</u>		
<u>Air -</u>	Operate in strategic support. <u>Strike</u> Leyte, etc. if required. <u>Routine</u> patrols.	
Surface -	- - -	
<u>Other Forces</u>	T.G. 38.3 - same as 38.2. T.G.s 38.1 and 38.4 - support Leyte.	
<u>Monday</u>	<u>23 October</u>	<u>A+3</u>
<u>This Group</u>		
<u>Air -</u>	<u>Routine</u> patrols, <u>Support</u> Leyte.	
Surface -	At 1800 item (about), depart for Ulithi.	
<u>Other Forces</u>	T.G. 38.3 - same as 38.2. T.G.s 38.1 and 38.4 - fuel. Rendezvous 10 <sup>o</sup> -00' N. - 129 <sup>o</sup> -30' E	
<u>Tuesday</u>	<u>24 October</u>	<u>A+4</u>
<u>This Group</u>		
Air -	Routine patrols.	
Surface -	Enroute to Ulithi.	
<u>Other Forces</u>	T.G. 38.3 - same as 38.2. T.G.s 38.1 and 38.4 - support operations.	
<u>Wednesday</u>	<u>25 October</u>	<u>A+5</u>
<u>This Group</u>		
Air -	- - -	
Surface -	<u>Arrive</u> at Ulithi. <u>Refuel</u> and rearm.	
<u>Other Forces</u>	T.G. 38.3 - same as 38.2. T.G.s 38.1 and 38.4 - support the operation.	

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ANNEX HOW I - 5  
CHRONOLOGICAL SUMMARY

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REPORTS

PART I

GENERAL INSTRUCTIONS

1. All reports shall be prepared in accordance with applicable doctrine and forwarded timely to make it possible for C.T.C. 38.2 to coordinate all reports and get his reports filed promptly.

PART II

AIR OPERATION REPORTS

1. Make reports enumerated in Paragraphs 3636 and 3637 First Car TFI-1 in the form therein provided.

PART III

TARGET INTELLIGENCE REPORTS

1. Make reports of information as to availability of targets, damaged ships, etc., as provided in Paragraph 3638(a), (b) and (c) FirstCar TFI-1. Comply with Paragraph, (X) (7) C.F.C.T.F.P. OpOrder 11-44, and "General" section, paragraph 3, Annex "C" of C.F.C.T.F.P. OpOrder 11-44.

PART IV

LOGISTIC REPORTS

1. Each ship report to C.T.C. 38.2 items enumerated in Paragraph 3634 FirstCar TFI-1 and also:
  - (a) Fuel report of total burnable on hand and percentage of capacity as of noon for each day to be made by each ship to Type Commanders who will make composite report to Task Group Commander; carriers report direct and include percentage of aviation gasoline on board as of noon.
  - (b) Forty eight (48) hours prior entering port, the senior type Commander report by abbreviated dispatch form the following estimated total requirements for each type where applicable. Carriers report direct.
    - (1) Diesel oil.
    - (2) Ammunition to be replaced.
    - (3) Ammunition to be exchanged.
    - (4) Ammunition details to be turned in.
    - (5) Tons dry, fresh and frozen provisions required.
    - (6) Availability required by ships.
    - (7) Tender assistance required by ships, listing ships in the order which type commanders assign precedence for repairs.
    - (8) Special items requiring immediate action upon entering port.