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G-4

370.2
FMF OP Plan

1ST PROVISIONAL MARINE BRIGADE, FME(REINF)(TG 51.3)

OPERATION PLAN 1-50

G-4 ROUTING	
A CS G-4	
D AC/S G-4	
EXECUTIVE	
OPERATIONS	B
CONST & FAC	
SUPPLY	
PETROLEUM	
ADMINISTRATION	a

JOURNAL # 8286

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1st ProvMarBrig (Reinf)(TG 51.3)
Camp Joseph H. Pendleton
Oceanside, California
0800, 8 July 1950

6-4

Annex DOG to Brigade Operation Plan 1-50

370-2 FPMB

SIGNAL COMMUNICATIONS

1. a. See current intelligence summaries. North Korean forces are known to have employed jamming against MF-HF ship - shore frequencies of COMNAVFE. Indications are that North Korean forces can employ jamming and possible deception against tactical communications.

b. CP's afloat as follows:

- | | |
|-----------------------------|---------|
| (1) Hq 1stProvMarBrig | APA 27 |
| (2) Brigade Shore Party | APA 27 |
| (3) RCT-5 | APA 45 |
| (4) 1stBn, 11thMar(Reinf) | APA 45 |
| (5) 1st AmphTracCo (Reinf) | LSD 22 |
| (6) Det RcnCo, 1stMarDiv | APD 124 |
| (7) Forward Echelon 1st MAW | APA 11 |

de-4 ROUTING

C/S G-4
D AC/S G-4
EXECUTIVE

① OPERATIONS
CONST & FAC

SUPPLY
PETROLEUM

CP's ashore and axis of signal communications later.

2. 1st ProvMarBrig FMF, (Reinf) Signal elements install, operate and maintain communication for embarkation and movement overseas in accordance with USF 70(B) JANAP 195A and 1stMarDiv SOP-SOI-III. Communications upon arrival FECOM later.

3. a. Message Center: See 1stMarDiv SOP-SOI-III

b. Messenger: See 1stMarDiv SOP-SOI-III

c. Radio: Radio communications during embarkation phase provided by 1stMarDiv. Movement overseas by CTG 53.7. Training drills on landing force nets as directed by this Hq.

d. Wire: Instructions later.

e. Visual: Provided by CTG 53.7.

f. Sound: Instructions later.

(1) (a) Crypto-aids: Hq 1stProvMarBrig will draw full Class III (Afloat) Marine Corps, Pacific; and Hq Fwd echelon 1st MAW and 5th Marines draw full Class II (Afloat) Marine Corps, Pacific allowance of crypto-aids plus the following minimum quantities of PAC-8(B): two (2) per each headquarters of battalion or squadron size or larger. Each headquarters or battalion or squadron size or larger carry a minimum of two (2) CSP-1500. Hq 1stProvMarBrig and Hq Fwd Echelon 1st MAW draw and carry one (1) copy each JANAPs 150-154 inclusive and one (1) copy of JANAP 158.

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Annex DOG to BrigOpnPlan 1-50 (Cont'd)

(b) Of the above allowance of crypto-aids, the following are presently employed in the Far Eastern Area:

1. PAC-6 (Effective edition)
2. PAC-7 (Effective edition)
3. PAC-8B
4. CSP 1270 and 1272 (Effective editions less authenticator system)
5. CSP 2156 (Effective editions)
6. JANAPS 150-154 inclusive with tables in JANAP 158.
7. CSP-1500 with CINCFE key lists to be furnished upon arrival.
8. CCBP-8 and JANAP 152.

(c) The hazardous duty allowance unless otherwise directed by CINCFE, for assault for all units battalion or squadron or larger is the same as (b) above except that only the necessary extracts will be landed in assault by battalion headquarters. The remainder of the allowances prescribed in (a) above may be turned over to the temporary custody of the communication officer of the ship in which each such headquarters is embarked and will not be landed in combat zone until authorized by CINCFE.

(2) IFF normal Codes will be supplied by COMNAVFE.

(3) Air units use standard navy aircraft crystalization but be prepared to adopt Far East Air Force (FEAF) crystalization. Crystals for this purpose, if required, will be furnished by FEAF.

(4) Other radio frequencies in accordance with effective 1stMarDiv and 1stMAW plans unless changed by CINCFE or COMNAVFE. Hq 1stProvMarBrig will carry one (1) Frequency Conversion Kit MC-518 to permit SCR-536 frequency changes if directed by CINCFE.

(5) Hq 1stProvMarBrig(Reinf) will make restricted movement reports to include principal subordinate units, in accordance with USF 70(B), making CG, FMFPAC, CG, 1stMarDiv and CMC information addressees thereon. Information therein will indicate naval commands or ships serving as communication guard for principal embarked subordinate units. Upon arrival movement reports will be made.

(6) Call Signs - CG, 1stProvMarBrig	AROMA
CG, 1stProvMarBrig (Collective	BOGART
CG, 1stMAW (Fwd Ech)	(later)

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Annex DOG to BrigOpnPlan #1-50 (Cont'd)

4. a. See 1stProvMarBrigAdmPlan 1-50.

b. Initial supply of BuAer electronic equipment and parts by Hq Fwd Echelon 1st MAW. Resupply as directed by COMAIRPAC.

5. a. Communications in accordance with USF 70(B) as modified by effective SOP-SOI's of 1st Marine Division and 1st MAW.

b. Use Zone ZEBRA time on all messages having addressees who are not a part of designated naval task group.

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER,
Colonel, U. S. Marine Corps,
Chief of Staff.

DISTRIBUTION: Annex XRAY.

OFFICIAL:

J. L. Stewart
J. L. STEWART,
LtCol, USMC,
ACofS, G-3.

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1stProvMarBrig, FMF (Reinf)(TG 51.3)
Camp Joseph H. Pendleton
Oceanside, California
0800, 8 July 1950

OPERATION PLAN)

NUMBER... 1-50)

Maps: (1) AMS L 551 (All Sheets) Scale 1:250,000
(2) AMS L 751 (All Sheets) Scale 1:50,000
(3) AMS L 302 (Sheet 4) Scale 1:1,000,000
(4) AMS L 951 (All Sheets) Various Scale
(5) World Aeronautic Chart, number 380, 387, 290 scale 1:1,000,000

TASK ORGANIZATION - Annex ABLE

1. a. See Annex BAKER and G-2 summaries as issued.

b. (1) See Annex CHARLIE Air Support

(2) U. S. PACIFIC COMMAND will provide security for overseas movement of 1st Provisional Marine Brigade, FMF (Reinf). Headquarters FAR EAST COMMAND will provide initial security for debarkation of ground elements at destination.

2. 1st Provisional Marine Brigade, FMF (Reinf) embarks in ships of Commander Task Group 53.7 for movement to FAR EAST COMMAND prepared to:

a. Disembark ground elements in KOREA for subsequent commitment with U. S. Army Forces.

b. Disembark ground elements in JAPAN and:

(1) Reembark in amphibious shipping as required for conduct of amphibious Operations in the KOREAN theater.

(2) Proceed to the KOREAN theater via air or surface transportation or a combination thereof.

c. Disembark air elements in KOREA for operation in support of 1st Provisional Marine Brigade, FMF or as directed by CINCFE.

d. Disembark air elements in JAPAN, to operate from airfields in JAPAN in support of 1st Provisional Marine Brigade or as directed by CINCFE.

e. Disembark air elements in JAPAN, flying aircraft to airfields in KOREA, to operate in support of the 1st Provisional Marine Brigade.

f. Operate designated air elements from carriers in support of 1st Provisional Marine Brigade or as directed by CINCFE.

3. a. RCT-5 embark in shipping assigned for movement to the FAR EAST COMMAND.

Be prepared to:

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OpnPlan #1-50 (Cont'd)

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(1) Disembark in KOREA for commitment on an independent mission or with U. S. Army Forces.

(2) Disembark in JAPAN and:

(a) Reembark assault elements as required for conduct of amphibious operations in KOREA.

(b) Proceed to KOREA via air or surface transportation or combination thereof.

b. 1st Battalion 11th Marines (Reinf) embark in shipping assigned for movement to FAR EAST COMMAND. Be prepared to:

(1) Disembark in KOREA for commitment in support of the Brigade executing an independent mission or support the Brigade in commitment with U. S. Army Forces.

(2) Disembark in JAPAN and:

(a) Reembark in amphibious shipping as required for conduct of amphibious operations in KOREA.

(b) Proceed with RCT-5 to KOREA via air or surface transportation or a combination thereof.

c. 1st AmphTracCo (Reinf) embark in shipping assigned for movement to FAR EAST COMMAND. Be prepared to:

(1) Disembark in KOREA in support of the Brigade executing an independent mission or support the Brigade in commitment with U. S. Army Forces.

(2) Disembark in JAPAN and reembark in LST in support amphibious landing of the Brigade in KOREA.

d. Det RcnCo, 1stMarDiv embark in shipping assigned for movement to FAR EAST COMMAND. Be prepared to:

(1) Disembark in KOREA and be prepared to provide a reconnaissance screen for the Brigade committed to an independent mission or for the Brigade committed to action with U. S. Army Forces.

(2) Disembark in JAPAN and reembark in amphibious reconnaissance type vessels prepared to conduct amphibious reconnaissance as directed.

e. Forward Echelon 1st Marine Air Wing embark in shipping assigned for movement to the FAR EAST COMMAND. Be prepared to:

(1) Disembark air elements in KOREA for operations in support of the 1st Provisional Marine Brigade or as directed by CINCFE.

(2) Disembark air elements in JAPAN and operate from airfields in JAPAN in support of 1st Provisional Marine Brigade or as directed by CINCFE.

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OpnPlan #1-50 (Cont'd)

(3) Disembark air elements in JAPAN and fly aircraft to airfields in KOREA to operate in support of 1st Provisional Marine Brigade or as directed by CINCFE.

(4) Operate designated air elements from carriers in support of 1st Provisional Marine Brigade, or as directed by CINCFE.

x. (1) This plan effective upon receipt for planning and embarkation in assigned shipping for movement to the FAR EAST COMMAND.

(2) Each individual of this command shall be carefully briefed on proposed theater of operation and current enemy situation.

(3) Special attention shall be given to proficiency in the techniques of destroying tanks.

(4) A stringent program of basic and physical training shall be scheduled to ensure top mental and physical readiness for aggressive offensive combat.

(5) The deportment of each Marine shall exemplify and uphold the highest traditions of the United States Marine Corps and the U. S. Naval service.

4. See Brigade Administrative Plan 1-50 and Brigade Embarkation Plan 1-50.

5. a. See Annex DOG.

b. Use zone ZEBRA (Zero) time on all messages having addressees who are not a part of designated naval task group.

c. Command posts - Annex DOG.

d. Command Relationships.

(1) This Brigade reports to COMPHIBPAC for planning and embarkation. During embarkation and movement to FECOM CTG 53.7 exercises command prescribed for ComAtkFor in USF 6.

(2) Brigadier General T. J. CUSHMAN, USMC, is hereby designated Deputy Commander, 1st Provisional Marine Brigade, FMF (Reinf).

e. Administration of elements 1st Provisional Marine Brigade, FMF (Reinf) remains with Commanding General, 1st Marine Division.

f. Administration of the Forward Echelon 1st MAW remains with 1st Marine Aircraft Wing.

BY COMMAND OF BRIGADIER GENERAL E. A. CRAIG

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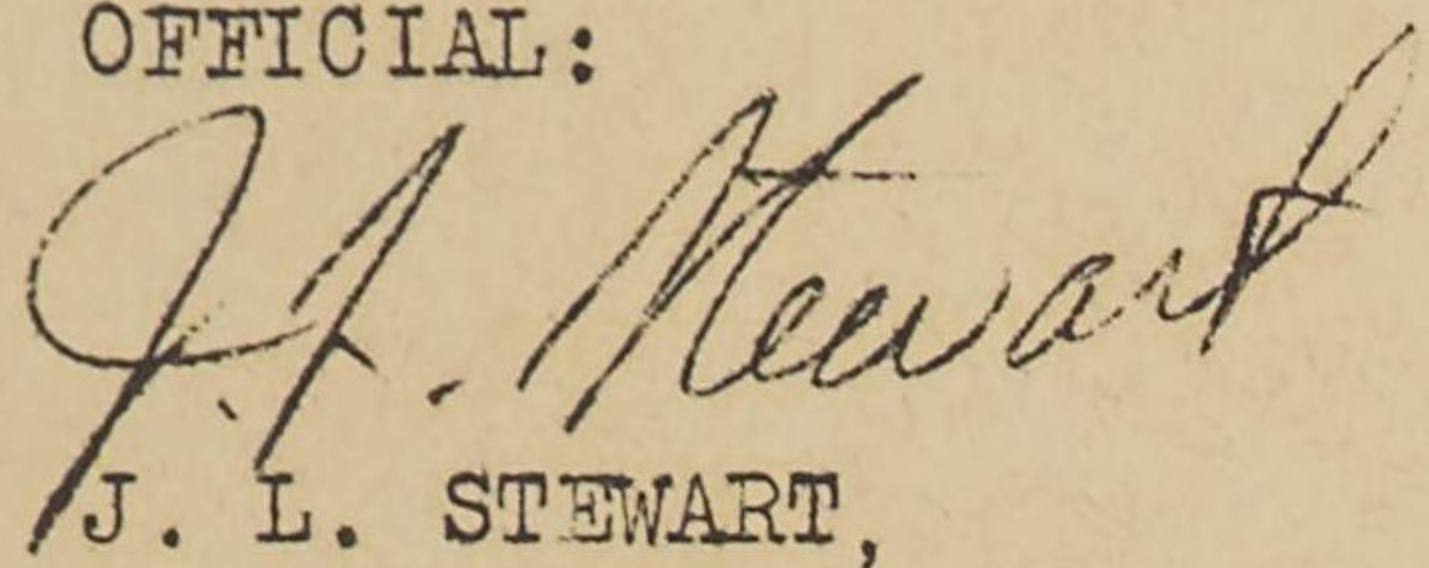
OpnPlan #1-50 (Cont'd)

E. W. SNEDEKER,
Colonel, U. S. Marine Corps,
Chief of Staff.

ANNEXES: ABLE: TASK ORGANIZATION
BAKER: INTELLIGENCE
CHARLIE: AIR SUPPORT
DOG: SIGNAL COMMUNICATION (Issued separately)
XRAY: DISTRIBUTION

DISTRIBUTION: Annex XRAY

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LtCol USMC,
ACofS, G-3.

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1st ProvMarBrig(Reinf)(TG 51.3)
Camp Joseph H. Pendleton
Oceanside, California
0800, 8 July 1950

Annex ABLE to Brigade Operation Plan 1-50

TASK ORGANIZATION

1st Provisional Marine Brigade, FMF(Reinf)(TG 51.3 and TE 51.31) BrigGen CRAIG

- H&S Bn 1stProvMarBrig
- VMO-6
- Det 1stOrdBn (-)
- Det 1stServBn (-)
- Det 1stCombServGp (-)
- Co "A", 1stEngrBn (Reinf)
- Co "A" 1stMTBn (Reinf)
- Co "B" 1stMedBn

Brigade Shore Party

Maj BATCHELOR

- Co "A", 1stSPBn
- EvacSec, 1stSPBn
- CommTeams (2) 1stSigBn
- Det FuelPlat, 1stServBn
- Det RatPlat, 1stServBn
- Det GenSupPlat, 1stServBn
- AmmoPlat, 1stOrdBn
- 1st TrafficPlat, MPCo
- Police Squad, MPCo
- Det EngrSupPlat, EngrBn
- Det 1st AmphTrkPlat

a. RCT-5

LtCol MURRAY

- 5th Marines
- Co "A", 1stTkBn
- 4.2 MortCo
- 75 RclGunCo
- Regtl NGFTeams
- Regtl TACP
- 3 Bn NGFTeams
- 3 Bn Spot Teams
- 3 Bn TACP

b. 1st Battalion 11th Marines (Reinf)

LtCol WOOD

c. 1st AmphTracCo (Reinf)

Maj TREADWELL

- 1st AmphTracCo
- 1st AmphTrkPlat (-)
- Det 1stCombServGp

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Annex ABLE to BrigOpnPlan 1-50 (Cont'd)

d. Det RcnCo, 1stMarDiv

Capt HOUGHTON

e. Forward Echelon 1st Marine Aircraft Wing (TE 51.32) BrigGen CUSHMAN

Marine Aircraft Group 33 (Reinf)

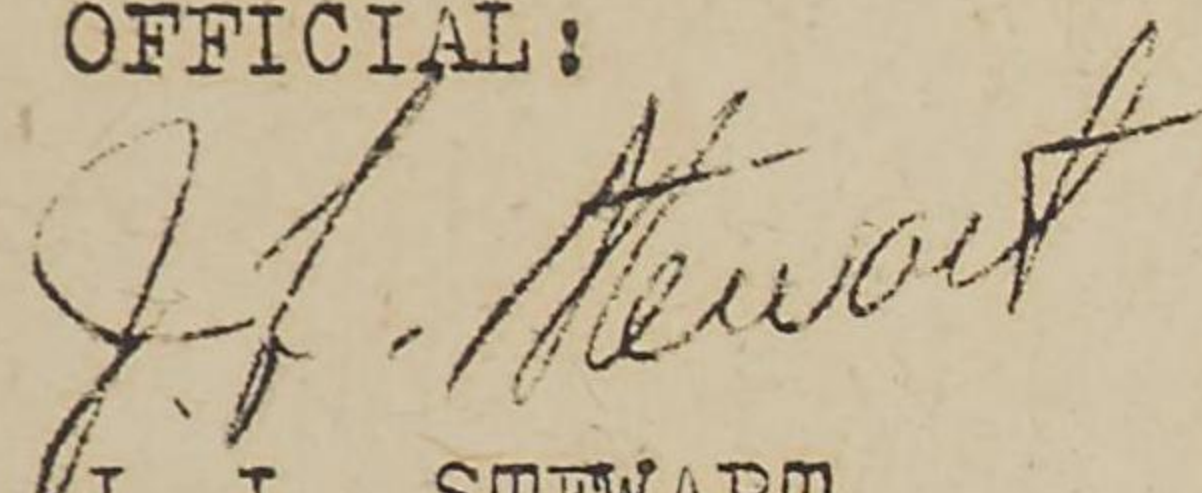
HodRon 33
ServRon 33
VMF 214
VMF 323
VMF(N) 513 (less det)
TacRon 2, less GpHq
MGCIS 1

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER,
Colonel, U. S. Marine Corps,
Chief of Staff.

DISTRIBUTION: Annex XRAY

OFFICIAL:



J. L. STEWART,
LtCol, USMC,
ACofS, G-3.

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1st ProvMar Brig, MAF (Reinf) (TG 51.3)
Camp Joseph E. Pendleton
Oceanside, California
1600, 8 July 1950

ANNEX BAKER to Brigade Operation Plan 1-50

INTELLIGENCE

Map: Korea Reference Map, scale 1:1,000,000.

1. SUMMARY OF ENEMY SITUATION

See Appendix 1 to Annex BAKER to Brigade OP Plan 1-50

2. ESSENTIAL ELEMENTS OF INFORMATION

To be announced.

3. RECONNAISSANCE AND OBSERVATION MISSIONS

To be announced.

4. MEASURES FOR HANDLING PRISONERS AND CAPTURED DOCUMENTS

See 1st Marine Division SOP 2-1

5. MAPS, CHARTS AND PHOTOGRAPHS

a. Maps:

- (1) AMS 1551, scale 1:250,000, all sheets
- (2) AMS 1751, scale 1:50,000, all sheets.
- (3) AMS 1302, scale 1:1,000,000 sheet 4.
- (4) AMS 1951, various scale, all sheets.
- (5) Korea Reference Map, scale 1:1,000,000.

b. Charts:

- (1) World Aeronautic Chart, scale 1:1,000,000 Nos. 380, 387 and 290.

6. COUNTERINTELLIGENCE

a. The counterintelligence measures set forth in 1st Marine Division SOP 2-1 shall be followed by all organic and attached units. As the enemy will actively engage in ground and aerial reconnaissance activities, emphasis shall be placed on the following general counterintelligence measures:

(1) Concealment from air and ground observations. Camouflage will be initiated immediately upon landing and camouflage discipline shall be continuously enforced throughout the operations.

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Annex BAKER to Brigade Operation Plan 1-50 (Cont'd)

(2) Enforcement of secrecy, camouflage, and blackout discipline to preserve necessary military security.

(3) Personnel shall be instructed that in the event of capture by the enemy, or detention by a foreign power, only their NAME, RANK, and SERIAL NUMBER shall be given.

(4) Operation Plans or Orders, overlays, marked maps, SOP's, SOI's and other compromising material shall not be taken forward of Battalion CP's. Destroy such items if capture is imminent. Report immediately, actual or suspected compromise of this material to G-2.

b. Sign and Countersign: To be announced.

c. Counterintelligence indications to be reported to G-2 immediately:

(1) Propaganda activities of the enemy, or other foreign power, and their effect on the morale of our troops.

(2) Actual, suspected, or attempted espionage, sabotage, or subversive activities directed against personnel, units, or installations of this command or allied forces.

(3) Loss or compromise of classified material.

(4) Known or suspected enemy intelligence agents.

(5) Enemy reconnaissance activities in rear of our lines and the installations and areas against which those activities are directed.

d. Censorship. See 1st Marine Division SOP 2-2

e. Control of visitors and Press Representatives.

See 1st Marine Division SOP 2-1.

7. REPORTS AND DISTRIBUTION

a. See Appendix 2 to BrigGenO 3-50.

b. See 1st Marine Division SOP 2-1.

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U. S. Marine Corps
Chief of Staff

ANNEX - BAKER

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Annex BAKER to Brigade Operation Plan 1-50 (Cont'd)

APPENDICES:

- (1) Summary of Enemy Situation (Issued to 1st Provisional Marine Brigade
FMF (Reinf) units only)
- (2) Theatre Study of Korea.

DISTRIBUTION: Annex XRAY

OFFICIAL:

E. G. Van Orman
E. G. VAN ORMAN
Lt Col USMC
ACofS, G-2

ANNEX BAKER

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1st ProvMarBrig(Reinf)(TG 51.3)
Camp Joseph H. Pendleton,
Oceanside, California
1600, 8 July, 1950

APPENDIX 2 to ANNEX BAKER to Brigade Operation Plan 1-50;
(1st MarDiv Theatre Study of Korea)

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U. S. Marine Corps
Chief of Staff

DISTRIBUTION: ANNEX XRAY

OFFICIAL:

E. G. Van Orman
E. G. VAN ORMAN
Lt Col. USMC
ACofS, G-2

APPENDIX 2 to ANNEX BAKER :

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Headquarters
1st Marine Division, Fleet Marine Force
Camp Joseph H. Pendleton, Oceanside, California

THEATRE STUDY

KOREAN COAST AND LANDING BEACHES

I. General Analysis:

Depths in the offshore zone along the coast of Korea are very irregular; in general, bottom gradients range from steep to gentle along the east and south coasts, and from moderate to flat along the west coast. Numerous off-lying islands, islets, rocks, and shoals are present along the south coast and most of the west coast; bottom gradients around most of these islands and islets are steep to moderate. Drying tidal flats of mud or sand border much of Korea but are extensive only off the south and west coasts.

The east coast is fairly regular. Much of it consists of wide beaches fronting small river flats, and along several extensive stretches these beaches are nearly continuous. The alluvial coasts alternate with stretches of cliffs and slopes which commonly rise directly from the water's edge; in places, however, particularly at the heads of the coves, the slopes are fronted by narrow beaches. On the east coast the beaches are exposed to heavy seasonal surf; few approaches are channeled; foreshore slopes average approximately 1 on 75; beaches average 75 to 100 feet wide; exits are onto river flats, which narrow and steepen inland, and which are flanked by steep hills or mountains.

Most of the inland terrain along the east coast consists of steep, rugged hills and high mountains. The coastal river flats terminate within a few miles inland at the mouths of narrow valleys or canyons.

The south and west coasts are extremely irregular, consisting of long peninsulas alternating with deeply indented bays. Many hilly or mountainous islands lie close to the shore. On the mainland, slopes or cliffs rise from the shoreline or from behind narrow beaches. Small pocket beaches usually are present at the heads of the coves. At intervals, particularly at the heads of the principal indentations, the slopes are interrupted by alluvial flats. These have low, level shores which may be muddy or may be fringed by sandy beaches. Along parts of the muddy stretches, earth embankments or salt pans lie behind the high tide line. On the south and west coasts, most beaches

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are protected from heavy surf; most approaches are channeled; foreshore slopes average 1 on 200 or flatter; drying tidal flats, composed of mud or sand, front almost all the beaches; the beaches average 25 to 50 feet wide, are backed by steep hill slopes, or by narrow steep valleys, and are irregularly distributed. The inland terrain along the south and west coasts is similar to that on the east coast, except that the elevation of the mountains becomes progressively lower westward, and that the river flats extend farther inland.

Vegetation on the hills and mountains of Korea consists mainly of conifers, brush, and grass; deciduous trees are present in a few places, particularly on CHEJU-DO. The alluvial areas are intensively cultivated, chiefly in irrigated rice and grain; the lower, gentler hill slopes also are cultivated in some localities. Deciduous orchards commonly are present around the settlements.

Numerous villages, towns, and cities are located on the coastal flats. The principal towns and cities are served by improved highways or railroads, but the villages are connected only by unimproved roads or trails. On the east coast the main communications parallel the coast within a few miles, and the large cities are at or near the shore. On the south and west coasts the communications route of inland or skirt the heads of deeply indented bays; some of the chief cities are inland up the river valleys; the others are on the coast, but far from any suitable beaches, and are accessible only through winding channels.

The drying tidal flats that front many of the Korean beaches present major problems in landings because they must be crossed to attain the beach. Some of these flats are several miles wide; they consist of mud, muddy sand, sand, or pebbly sand, and in places grade from sand at the high water line to mud, at the low water line. Between the mid-tide line and the low water line the flats are commonly soft; in some localities the soft areas may extend above the mid-tide line. Marshes, swamps, rice paddies, salt pans, irrigation canals, sand dunes, and steep slopes or cliffs that back some of the beaches are obstacles to exit from the beaches, particularly from mechanized vehicles. For most of the beaches little specific information on the details of tidal flats or of obstacles behind the beaches is now available, although adequate information on these topics is essential to proper planning of landings.

II. Beach Selection and Description:

A. Chapter IV of JANIS 75, has selected nine beaches on Korea to describe in detail. These were chosen principally

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to show the best landing beaches near important objectives and to give a picture of typical landing conditions on various parts of the coast. Other criteria weighed in selecting beaches for description in the text were:

1. Sea approaches to the shore.
2. Extent of the beach.
3. Number and quality of the exits.
4. Adjacent terrain.
5. Road and railroad systems.
6. Availability of radio telegraph, and telephone communication.
7. Proximity of important objectives, such as air strips, airfields, and large cities.

Of the nine beaches described in JANIS 75, only five are situated south of $38^{\circ} 10' N$ and thus of immediate importance.

B. Important Description Scales.

1. Reliability of information of beach description:

The reliability of information of each beach description is stated in the heading relation to the following scale:

- EXCELLENT. - Aerial coverage available; excellent literature; good to excellent source maps; no factual conflicts.
- GOOD. - Aerial coverage optional; good literature; good source maps; few or no factual conflicts.
- FAIR. - No aerial coverage; fair to good literature; fair to good source maps.
- POOR. - No aerial coverage; literature poor; source maps indifferent.

2. Bottom gradient.

In describing beach gradient and bottom slopes within the 30 foot depth off landing beaches the following standard descriptive terms are used:

<u>STANDARD TERMS</u>	<u>GRADIENT</u>	<u>SHORE TO 30 FT. DEPTH</u>
Steep	greater to 1/15	has 450 ft.
Moderate	1/16 to 1/30	450-900 ft.
Gentle	1/31 to 1/60	900-1800 ft.
Mild	1/61 to 1/120	1800-3600 ft.
Flat	smaller to 1/120	greater 3600 ft.

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III. Specific Description of Landing Beaches.

A. Southwest shore of Yongil-man (geijitsu-wan), SE coast. Reliability FAIR.

1. Graphic Description.

- (a) Near shore - clear of obstruction, hills. command entrance 6 miles wide.
- (b) Length - 6.7 miles, interrupted by streams.
- (c) Width above H. W. zone - 200 feet.
- (d) Gradient in H. W. zone - 1 to 30.
- (e) Surf and shore drift - surf light; heavy with north east winds.
- (f) Material and firmness - Firm sand.
- (g) Terrain behind beach - Northwest part of beach in on island cut off by divided river mouth, beach is backed by sand dunes, fading inland into valley flat in rice, valley flat disappears 5 miles inland.
- (h) Connection inland - Highway and RR to Eusan turn inland from Northeast of beach.

2. Verbal Description.

(a) Location and extent. An interrupted sand beach extends for 6.7 miles along the southwest shore of Yongil-man. The approximate limits of the beach are $36^{\circ} 00' N$, $129^{\circ} 28' E$, and $36^{\circ} 03' N$, $129^{\circ} 23' E$. The beach is at the head of the only large bay on the east coast of Korea south of Yonghung-man ($39^{\circ} 10' N$). Also, the beach fronts the largest area of flat land along this part of the coast, and gives access to the east coast railroad and secondary highway. Important landmarks for near approach are the 2 breakwaters at the northwest end of the beach; the northern one showed a light from a square iron latticework structure 30 feet high on the outer end of the breakwater.

(b) Sea approach. The approach to the 30-foot depth is channeled by the sides of the rectangular Yongil-man, so that entry is from the northeast. The 30-foot depth line roughly parallels the beach at a distance of about 3,000 feet, increasing to a maximum of about 5,000 feet off the northwestern part of the beach. The 18-foot line is also roughly parallel to the beach; it lies 1,700 feet off the northwest end of the beach, and 1,400 feet off the center and the southeast end. There are no nearshore dangers except the breakwaters at the northwest end of the beach, and several small reefs at the southeast end. Also, fishing stakes may extend several miles from shore. The

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bottom material is chiefly fine sand, with patches of mud and rock. The prevailing winds are of the monsoon type, blowing from the northwest from November through May, from the southeast in June and July, and from the northeast from August through October. The average wind velocity is between 5 and 10 MPH. for every month of the year. Gales are not common, and are not seasonal. Fog may be expected 1 or 2 days per month during summer, rarely at other seasons. Large waves come directly in to the beach during the period from August through October. The tidal range is small, being approximately 1 foot at springs, 0.5 foot at neaps.

(c) Character of Beach. The beach extends in a smooth curve for 6.7 miles along the head of the rectangular gulf; it is interrupted by 3 evenly spaced stream mouths in the central part. The northwest end of the beach is isolated by the 2 outlets of the river Hyongsan-gang, which splits to make an elongated sandy island. The beach is of firm sand, and is 200 to 250 feet wide, with a flat backshore and a foreshore slope of 1 on 30. Surf is moderate, except with north and northeast winds, when a heavy swell comes in, breaking in several lines in a broad belt. Shore drift has no established trend. The only structures reported are the breakwaters enclosing the northern river outlet to form the harbor of Pohang-dong; the southern breakwater forms the northwest limit of the beach. There are no habitations on the beach proper, except for a small settlement at the extreme southeast end. Water can be obtained from the streams in the central part of the beach. Also, a supply sufficient for drinking purposes can be obtained by digging shallow wells a few hundred feet inland any where along the beach.

(d) Adjacent terrain and exits. From the southeast end of the beach to the southern outlet of the Hyongsan-gang the beach is immediately backed by low sand dunes. There are also a few dunes on the sandy island isolated by the river outlets at the northwest end of the beach. The dune belt backing the central and southeast parts of the beach averages 0.5 mile in width. The dunes are not continuous, but are interspersed with patches of flat sandy wasteland and swamp. Behind the dune belt, an irregular plain, cultivated chiefly in rice and bounded by rough steep hills, extends for a maximum of 5 miles inland. The plain is most extensive behind the northwestern part of the beach; hills project to within 1.4 miles of the center of the beach, then quarter toward the shore to the southeast. The southeastern extremity of the beach is directly backed by these hills. The towns of P'ohang-dong and Yonil are on the small plain, and

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a number of villages also are scattered over it. The railroad to Pusan and the main coast road swing inland from the shore along the northwest edge of the valley flat. A narrow improved road backs most of the beach within 2 miles; however, it can be reached from the beach only first crossing the dune belt. An airfield, not precisely located, is listed under the name of Geijitsu Bay.

B. Suyong-man (Suyon-wan), (Fusan). Reliability
GOOD.

1. Graphic Description.

- (a) Nearshore - Obstructed; bottom slope flat.
- (b) Length - 5 beaches; average 0.8 miles.
- (c) Width above H. W. - 100 feet.
- (d) Gradient in H. W. zone - 1 on 20.
- (e) Surf and Shore drift - Surf moderate.
- (f) Material and firmness - Firm sand.
- (g) Terrain behind beach - Irregular coastal flat dotted with hills.
- (h) Connection inland - R.R. within 1 mile of east beaches; road everywhere accessible, over cultivated fields.

2. Verbal Description.

(a) Location and extent. Five short sand beaches, separated by small rocky capes, line the shores of Suyong-man. The length of the beaches, counter clockwise from the northeast, are 1.1, 0.4, 0.7, 1.1, and 1.6 miles. The approximate limits of the beach area are $35^{\circ} 07' N$, $129^{\circ} 07' E$, $35^{\circ} 07' N$, $129^{\circ} 10' E$. The approaches and the nearshore area are heavily obstructed by reefs; the bottom slope is flat, and sandy drying flats fronts each beach; however the beaches possibly represent the most suitable landing places within 30 miles for flanking the important port and city of Pusan. Also, Fusan airfield immediately backs one of the beaches. Good landmarks are the 3 hilly wooded capes which separate the beaches.

(b) Sea Approach. The approach to the 30-foot depth is obstructed by a number of shoals covered by depths which vary from 4 to 27 feet, and by 2 single rocks off the east end of the eastern 1.1-mile beach which are dry at low water. Most of these dangers are off the northeast part of the beach area; leaving a channel over 1 mile wide on the southwest from which all but the eastern 1.1-mile beach can be approached within a mile before depths less than 27 feet are encountered. The 30-foot depth line is irregular, averaging 2,000 feet off the eastern 1.1-mile beach; 3,000 feet off the 0.4 mile beach; 4,800 feet off the 1.6-mile beach. Following through the same

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sequence of beaches, the 18-foot depth lies at distances of 1,000 feet, 1,500 feet, 2,400 feet, 1,200 feet, and 3,000 feet. The most important near-shore dangers are rocks at the east end of the eastern 1.1-mile beach; rocks at the northeast and southwest ends of the western 1.1-mile beach; and rocks at the northern end of the 1.6-mile beach. Also, there is a sand bar off the mouth of the Suyong-gang (Suyon-gang). The bottom slope is everywhere flatter than 1 on 60; it reaches a minimum of 1 on 170 off the 1.6-mile beach. The bottom is composed of sand and shells, with a few rocky patches. The prevailing winds are from north-northwest from November through April, northwest in May, east-southeast in June, south-southeast in July, northeast in August, North-northeast in September, and north in October. The average velocity of the wind is between 5 and 10 MPH. for each month; gales are infrequent and not seasonal. Fog occurs 2 to 3 days per month in summer, but is rare at other seasons. Waves come directly onshore during June and July; in other months they come in quartering or are absent. The tidal range is small; the range of springs is approximately 2 feet. Anchorage within Suyong-man is reported poor on account of the danger from underwater rocks. Unsheltered anchorage should be practicable in the vicinity of the 10-foot fathom line, just outside the entrance of the bay; the bottom is mainly mud, with some rocky patches.

(c & d) Character of beach, adjacent terrain and exits. The general nature of the terrain, with its wooded hills cut by valleys covered with terraced crops, is shown in, which includes the 3 western beaches.

The eastern 1.1-mile beach is 150 feet wide, with a fore-shore slope of approximately 1 on 20. The backshore and the terrain for 200 to 300 feet behind the beach are soft and sandy. A small shallow stream, with a winding channel, backs the southwest end of the beach within 500 feet; it quarters inland, so that it is 1,500 feet inland from the northeast end of the beach. The terrain behind the soft sandy strip backing the beach is a complex of hills and valleys, with irrigated cultivation in the valleys. A number of buildings are scattered within a 1,000 foot radius of the center of the beach. The 0.4 mile beach is 50 feet wide, and is firm, with a slope of approximately 1 on 10. The northwest half is backed by a village; the southeast by a low wooded hill and a sandspit.

The 0.7 mile beach is 500 feet wide, with a slope of 1 on 30. It is backed by a scrub-covered strip of low dunes 300 to 400 feet wide, which has been breached in a number of places, and which has been partially destroyed in the building of the highway and airfield. The small section of this beach on the west side of the Suyong-gang is backed by very steep hill slopes.

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The western 1.1-mile beach is rocky, narrow, and irregular in its eastern one third, but the western two thirds is 50 to 75 feet wide throughout, is firm, and gives direct access to a large area of irrigated fields.

The 1.6-mile beach is only 10-20 feet wide; it is probably soft, and muddy in many places, and has a slope of 1 on 30 or flatter. The beach is interrupted by a small stream on the north, and by another stream and salt pans in the south. A village backs the beach at the north end, and most of the central part of the beach is backed by a number of large buildings.

A highway is everywhere within 4,000 feet of these beaches; in most places it is within 1,500 feet. The east coast railroad skirts the shore of the headland east of the easternmost beach, loops inland from the eastern end of the beach to a point 3,000 feet behind the center of the beach, then swings back toward the shore, being 2,000 feet inland at the west end of the beach. It comes back to the shore at the north end of the 0.4-mile beach, then swings inland up the valley of the Suyong-gang, on the east side of the airfield, before swinging back down to Pusan. It had an estimated population in 1940 of about 250,000 and is chiefly noted as a port and railroad center, secondarily as a manufacturing city.

C. North from Yosu (South Coast). Reliability FAIR.

1. Graphic Description.

- (a) Near shore - generally clear; restricted on north and south ends.
- (b) Length - three beaches; average 0.8 miles.
- (c) Width above H. W. - 10 to 75 feet.
- (d) Gradient in H. W. zone - 1 on 10.
- (e) Surf and shore drift - surf moderate.
- (f) Material and firmness - sand and pebbles.
- (g) Terrain behind beach - hills and small valleys terraced in rice.
- (h) Connections inland - trail within 0.5 miles inland; railroad to Yosu at south end of south beach.

2. Verbal description.

(a) Location and extent. Three short sand and pebble beaches extend along the coast north of the city of Yosu, which is on a long peninsula extending southward from the central south coast of Korea. The beaches are 0.5, 0.7, and 1.1 miles long. The limits of the beach area are $34^{\circ} 46' N$, $127^{\circ} 45' E$, and $34^{\circ} 49' N$, $127^{\circ} 46' E$. The beaches are difficult

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landing places for several reasons; they are narrow and short, are separated from each other by hills, and have access to the city of Yosu and the road and railroad into the interior of Korea only by trails over hills. However, they are the only places on the south coast of Korea where a wide passage to the mainland from the open sea is available, and where the beaches are not fronted by drying flats, or blocked by numerous rocks and reefs.

(b) Sea Approach. Yosu-pando (peninsula) and the islands to the south and east restrict the approach to the 30-foot depth to a channel, 4 to 5 miles wide, which trends north-northwestward. The 30-foot depth line is 1,300 to 3,200 feet from the south beach, 3,000 feet from the center beach, 600 to 900 feet from the south half of the north beach. There are no near-shore dangers for a direct approach to any of the beaches, but shoals and rocks on the south end of the south beach and at the north end of the north beach restrict the nearshore approach. There is a sandy drying flat 200 to 300 feet wide fronting the south and middle parts of the center beach, extending north and south from the small-rocky peninsula which divides this beach into 2 parts. The bottom material is mud, except within a few hundred feet of shore, where it is probably sand.

With east winds, small waves come directly into the beaches, and may combine with the general swell coming from the south to form a choppy confused sea, but with relatively small waves. With south winds, large waves move from the south, veering in to the beaches. The prevailing winds are north to northwest from October through May, and from the eastern quadrant from June through September. There is little fog, but rain occurs 10 to 15 days per month in summer. The tidal range is approximately 12 feet at springs, and 3 feet at neaps. Tidal currents reach speeds of 2 to 3 MPH the flood setting north, and the ebb south.

(c) Character of Beach. The south beach 0.5 miles long, is probably composed of sand and pebbles; it has a slope of 1 on 10. It probably averages 50 to 75 feet wide, and is firm. Surf is moderate, the waves coming in chiefly from the south, and swinging into the beach to break in a single or double line of breakers close in shore. The south beach is separated from the center beach by a stretch of cliffed shore 0.8 mile long. The center beach is 0.7 mile long, and has a small rocky interruption just south of the middle of the beach. The beach is probably 50 to 75 feet wide on the south end, narrowing on the north to 10 to 15 feet. The composition is sand and gravel, and the slope 1 on 10. Surf conditions are similar to those at the south beach. The north beach, 1.1 miles long, is separated from the center beach by a stretch of cliffed shore 0.7 mile long. The beach is narrow, probably averaging 10 to 25 feet, and also has a small rocky interruption near the middle. The slope may be 1 on 5 or steeper; the composition is sand and pebbles. It is likely that isolated boulders lie on all these beaches.

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(d) Adjacent Terrain and Exits. Yosu-pando is mountainous. Most of the steeper slopes are timbered, and the gentler ones cultivated in terraced crops. The described beaches line the shore of an irregular ridge cut by small valleys. The south and center beaches front small steep valleys terraced in rice. The slope decreases toward the sea, so that there is an area directly behind the beaches, averaging 600 feet wide, in which the slope is not more than 1 on 10. The north beach lies at the base of a hill; consequently, there is an irregular strip of relatively flat ground immediately behind the beach, and in places the beach is backed directly by steep slopes. Communication between the beaches is by trails which alternately skirt the shore or swing $\frac{1}{4}$ to $\frac{1}{2}$ mile inland to cross saddles where high points extend to the sea. The railroad from Yosu runs north along the shore to the south end of the south beach, then swings west away from the shore. Yosu is one of the important ports of southern Korea developed by the Japanese.

D. North of P'opsongp'o, (SW coast). Reliability FAIR.

1. Graphic description .

- (a) Near shore - approach shoal, partly obstructed; sand flat fronts beach.
- (b) Length - 2.9 miles.
- (c) Width above H. W. - 150 to 200 feet.
- (d) Gradient H. W. zone - 1 on 20.
- (e) Surf and shore drift - surf moderate.
- (f) Material and firmness - Firm sand.
- (g) Terrain behind beach - small sanding flat backed by rolling hills.
- (h) Connections inland - network of trails leads 20 miles inland to main road and railroad.

2. Verbal Description.

(a) Location and extent. An interrupted sand beach extends for $\frac{3}{4}$ miles on the southwest coast of Korea, 6 miles north of the city of Popsongp'o, at approximately $35^{\circ} 27' N$, $126^{\circ} 27' E$. The beach fronts one of the few areas of coast in this sector where an unchanneled approach from the open sea is possible, where the ever-present tidal flat is sandy rather than muddy, and where the beach is backed by flat or rolling country over which cross-country movement by vehicles is possible at least by winding routes. However, the nearest railroad and road are 20 miles inland at this point and any landings must overcome the difficulties imposed by a 20-foot tide.

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(b) Sea Approach. The 60-foot depth line is about 15 miles off the beach. The approach to the 30-foot depth is clear, but the depth line lies 3 miles off the south end of the beach, and 4 to 7 miles off the north end.

The winds blow from the north or northwest from September to June; from the southwest from June through August. Average wind velocities are under 10 MPH, except in winter, when they range from 10 to 15. Fog in summer occurs from 5 to 10 days per month. The exact tidal range for this area is not known; the spring tide probably ranges between 15 and 20 feet; the neap 7 to 10 feet. Tidal currents parallel to the shore are undoubtedly strong.

(c) Character of beach. The southwest end of the beach is separated from the deeply indented inlet south of Konip'o by a small hilly headland. From its southwest end the beach extends unbroken 0.8 miles north-northeast to a small rocky point. North of the point a lagoon mouth 300 feet wide interrupts the beach. Beyond the lagoon the beach continues north-northeast in a straight line to its arbitrarily chosen limit at the mouth of a second inlet. The sandy beach is actually continuous beyond the second inlet, but it is not included in the described area because it is fronted by an extensive mud flat. The described beach is composed of fine sand, is probably 150 to 200 feet wide, fading almost imperceptibly inland into the grass and scrub-covered sandy plain. The foreshore slope is probably 1 on 20 or flatter, the backshore is FLAT. Both the beach and the drying sand flat fronting it are probably firm, although the sand flat may be soft near its seaward margin. However, the surface of the sand flat may be very irregular; heavy surf has a tendency to scour holes and irregular channels in such places. The surf belt is wide, surf breaking in a wide belt far from the shore; the belt advances and retreats with the rise and fall of the tide. Surf is heaviest with the strong northwest winds of winter; is moderate during the summer, the islands to the southwest giving some protection from the prevailing swell from the southwest. The beach, so far as is known, is uninhabited, and no structures have been built. Water can be obtained from shallow wells a few hundred feet inland.

(d) Adjacent terrain and exits. The southwestern 0.8 mile of the beach is backed by a low sandy flat with a maximum width of 0.4 mile. The flat is enclosed by steep hills except for a narrow pass from which a trail leads inland. The north 2.6 miles of the beach is backed by a low sandy strip

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0.3 mile wide, which gives way inland to a cultivated lowland backed by rolling hills. Trails lead inland from the inner edge of the sandy strip, swinging north from the south end of the beach and south from the north end in order to avoid the inlets that trend parallel to the shore and constrict the exit from the flat behind the beach to a width of 1.5 miles. Access to the city of Popsongp'o to the south, or to the main highway and railroad 20 miles inland, is over a continuous belt of hills rising to 500 to 600 feet, through which there are no continuous valleys. The low sandy strip adjacent to the beach represents a potential airfield site.

E. North shore of Taedong-man, (L 38° 05' N) vicinity of Kujin-ni beach area. Reliability FAIR.

1. Graphic Description

- (a) Near shore - small islands in approach; fronted by 500-foot sand flats.
- (b) Length - 11.4 mi. interrupted by streams and lagoon mouth.
- (c) Width above H. W. - 25 to 50 feet.
- (d) Gradient H. W. zone - 1 on 15.
- (e) Surf and shore drift - Surf moderate; heavy with SW winds.
- (f) Material and firmness - firm sand.
- (g) Terrain behind beach - Gently sloping plain up to 3 miles wide; alternate dunes, bluffs, riceland, and open country back beach.
- (h) Connections inland - improved road parallels most of beach within 1 mile.

2. Verbal description.

(a) Location and extent - an interrupted sand and pebble beach extends for 11.4 miles along the north shore of Taedong-man, on the south side of the prominent peninsula stretching far to the west from the coast of northwestern Korea. The approximate limits of the beach area are 38° 06' N, 124° 50' E; 38° 04' N, 125° 00' E. The beach is one of the few landing places on the entire west coast of Korea where the approach is not strongly channeled; where the tidal flat which fronts the beach is relatively narrow and sandy; and where exits lead to a fairly extensive lowland. However, the lowland is not near any of the major roads or railroads of western Korea; the nearest railroad is 15 to 20 miles to the northeast over rough terrain. Good landmarks are the headland bounding the beach on the east and the two small islands Wollae-do (Orura To) and Yuk-to (Sonjon To) which are 3.3 miles south of the west end of the beach, and 1.5 miles south of the center of much obstructed nearshore approach but landing is possible in small sand and pebble pockets. The

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headland at the east end of the beach is flat-topped; on it was built a summer resort for Americans and Europeans, among whom the beach was known as Sorai Beach.

(b) Sea Approach- The sea approach to the 30-foot depth line is channeled by a group of islands 15 to 30 miles southwest of the beach area. The near approach is channeled by Wollae-do (Orura To), and a series of shoals extending southeast and west from this island; these lie chiefly off the western two-thirds of the beach. The 30-foot depth line is irregular; for the part of the beach between Yuk-To (Sonjon To) and the western limit it averages 2.5 miles off shore, although it swings abruptly in to 0.4 mile at the western limit. From Yuk to the eastern limit of the beach the line swings seaward from 2 miles to 4 miles. At the west end of the beach the 18-foot depth is 0.5 mile off shore, swings roughly parallel to the shore for 4 miles, then turns abruptly seaward to round Yuk To and the two small islands to the southwest, before continuing east at an average distance of 1.6 miles off shore. The bottom slope inside the 18-foot depth averages 1 on 150 for the west half of the beach, 1 on 400 for the east half. The near-shore is generally clear; the shoal running from Yuk-To northeast to the beach, and a few scattered rocks, constitute the chief obstructions. There is a great variation in the character of the sandy tidal flat fronting the beach, and shifting sandbars parallel to the shore are probably present at least part of the time. The bottom material is chiefly sand and shells within 1,000 feet of the shore, grading out into mud. Waves come in to the beach from the south and southwest. The range of spring tides is between 20 and 25 feet, the neap range, 15 to 20. The tidal currents set east with rising tide and west with the ebb, but are not strong. The prevailing winds are from the northwest in December, and gradually shift through west, southwest, and south from winter through spring. During the summer months they come from the south quadrant. Heavy rains come in July and August and heavy surf from the southwest follows frequent August storms. In general, however, surf is continuous but light. Fairly sheltered anchorage is possible 10 miles from the beach, and east of Taech'ong-kundo in depths of between 10 and 28 fathoms over a bottom of sand, gravel rocks, and stones.

(c) Character of Beach - The beach is interrupted 3.4 miles from the west end by the mouth of a shallow lagoon; otherwise it is continuous except for two small streams on either side of Kumsu-ri (Mokuton) and another near the east end of the beach. The total length of the beach is 11.4 miles; it has a width of 25 to 50 feet at high tide, and a foreshore slope which averages 1 on 15, but may vary from 1 on 30 to 1 on 5.

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The beach is composed of fine white firm sand, but at some seasons may locally be covered with pebbles. The beach is fronted by a sandy drying flat 200 to 600 feet wide. The narrowest parts of the flat front the east half of the beach. The long narrow drying flat which connects Yuk-to (Sonjon To) to the shore is composed of sand and pebbles, and it is likely that a large part of the drying flat fronting the beach west of Kumsu-ri is thickly dotted with a heterogeneous mixture of pebbles and boulders, while that to the east is clear. The drying flat has a slope of approximately 1 on 30. Surf is light or moderate except during storms and for a short period afterward, when it breaks in a belt extending several hundred feet from the shore with many lines of breakers. Shore drift is not pronounced; it is to the east at the east end of the beach, toward Kumsu-ri from both east and west, and toward the mouth of the inlet from both directions also. There are no structures reported on the beach except a small pier near the eastern limit. This pier extends across the mouth of a small creek which parallels the shore, running between the beach and a sandbar. The creek channel is 6 to 8 feet deep. The pier has been used as loading place for the very pure quartz beach sand, which is widely used in Japan for making glass.

(d) Adjacent Terrain and Exits - The beach is backed by a belt of low sand dunes, 15 to 20 feet high and 100 to 200 feet wide, which give way inland to gently rolling plain. The plain is largely under cultivation of dry crops, although there are scattered groves of trees. In contrast to most of the lowlands areas of the west coast, the plain is well drained, and cross-country movement by men or vehicles is generally easy. The plain is backed by a steep, high range of mountains which are 5 miles inland at the east end of the beach. The mountains quarter toward the shore on the west, approaching to within 0.8 mile, 1.5 miles east of the lagoon mouth near the west end of the beach. The lagoon lies in a recess in the mountains which is 2.5 miles wide at the shore, and extends a similar distance inland before narrowing to a mountain pass. West of the lagoon, the coastal plain is only 0.5 mile wide, and is broken and irregular. Beyond the west end of the beach the plain disappears; steep mountain slopes extend to the sea. East of the beach area the plain is somewhat more rolling, but maintains its 5-mile width for almost 10 miles. Still farther east the mountains again swing toward the shore, but a narrow strip of plain extends all the way to the head of Taedong-man. A narrow gravel road skirts the shore in the beach area within 0.3 mile, except for the area near the lagoon mouth in the west, where the road swings inland to detour around the lagoon. The road continues east from the beach area to the head of Taedong-man along the coastal plain crossing many small streams over wooden bridges. The road is passable except after heavy rains, when the streams become torrential and sweep out the bridges. The mountain can be crossed to the north through 2 narrow canyons extending northwest and north from the head of the lagoon near the west end of the beach area. There are a number of villages scattered over the coastal plain.

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IV. Key Beaches North of $38^{\circ} 10' N$.

A. Wondan (Gensan) central east coast. Reliability GOOD.

1. Graphic Description.

- (a) Near shore - generally clear; approach channeled;
- (b) Length - 22 miles.
- (c) Width - Above H. W. - 100 - 150 feet.
- (d) Gradient in H. W. zone - 1 to 30.
- (e) Surf and Shore drift - surf light except with east wind.
- (f) Material and firmness - firm sand.
- (g) Terrain behind beach - alternating river flats and hills; flats narrow rapidly inland.
- (h) Connections inland - railroad and highway accessible.

2. Verbal Description.

(a) Location and extent. The southwest shore of Yonghung-man is lined with 22 miles of almost continuous sand beach. The limits of the beach area are $39^{\circ} 08' N$, $127^{\circ} 33' E$, $39^{\circ} 18' N$, $127^{\circ} 24' E$. The beach gives access to the important port and city of Wonsan, which interrupts the beach near its center to the coastal railroad and highway; and to air facilities in the area. The beach is a suitable landing place throughout most of its length, but the approach is channeled by a number of islands at the entrance to Yonghung-man. Also, communication between various parts of the beach is interrupted by rivers, streams and ridges. Important landmarks for near approach are a white light-house on the end of Kalma-gak, and an oil reservoir and village at the westernmost point of the bay at Munp'yong-ni.

(b) Sea approach. The approach to the 30-foot depth is channeled by the numerous islands in the mouth of Yonghung-man. The 30-foot line is 4,500 feet off shore at the southeast end of the beach. From there it swings in to 1,800 feet along the seaward side of Kalma-pando. Its course is irregular within Wongsan-hang. North of the harbor the line parallels the shore at a distance of 2,500 feet to a point 2.5 miles from the north end of the beach, where it swings abruptly out to approximately 4,500 feet, continuing at that distance to the end of the beach. Along this same $2\frac{1}{2}$ mile stretch, the 18-foot depth is 1,200 feet off shore, and shows a comparable landward swing to the south, paralleling the shore at a distance of 600 feet all the way south to Wonsan-hang. On the harbor side of Kalma-pando, the 18-foot line is irregular. On the seaward side the line parallels the shore at 600 to 700 feet, gradually swinging out to 1,200 feet at the southeast end of the beach area. The only nearshore danger are rocks in the northernmost $\frac{1}{2}$ mile of beach; a rock $2\frac{3}{5}$ miles northwest along the shore from the northernmost harbor works at

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the shore from the northernmost harbor works at Wonsan; and rocks on the tip of Kalma-pando. The bottom slope is approximately 1 on 35 for most of the beach area; it flattens to 1 on 60 at the southeast end of the beach area and at the extreme north end; in the harbor area it is irregular. The bottom is chiefly sand and mud, and affords good holding ground. From May through July, fogs occur on an average of 2 days a month. January, September, and October have the least fog; in these months it occurs on an average of once in 10 years. In autumn, winter, and spring, the prevailing winds are west and southwest. In summer, west to southwest winds are about equal in frequency to east and northeast winds; no other wind directions are important. Gales are rare, and not seasonal. Most wind observations show velocities under 8 MPH. For about 2 months in winter northerly winds may drift ice into the south end of Yonghung-man. A heavy swell is felt only after storms from the east. The tidal range is 1.5 feet; the high water interval at full and change is 3 hours 17 minutes.

Good holding ground fronts this beach and considerable protection is afforded by the numerous islands which lie across the entrance to Yonghung-man. Well sheltered anchorage over a mud bottom in 7 to 9 fathoms is available in Songjon-man. Wonsan-mang is sheltered, and good anchorage in 6 to 7 fathoms over a mud bottom is available in the outer part of the bay except when northerly winds sweep a swell into the bay. In winter Songjon-man may become covered with thin ice which is really broken up by strong winds; northerly winds will drive it into the head of Wongsan-hang. There are 20 fathoms of water about 10 miles off the entrance to Yonghung-man; the bottom is generally sand.

(c) Character of Beach. At the southeast, the beach terminates against a small hilly cape. From the southeast end to the tip of Kalma-pando, the beach averages 200 feet in width, and is interrupted by 2 river mouths. The tip of the peninsula is rocky and hilly, with several rocks near shore. The beach continues as a strip 10 to 20 feet wide on the harbor side of the peninsula, is interrupted by the harbor works, then continues to the northwest and north in a smooth arc. The segment from the harbor northward averages 100 to 150 feet in width, and is interrupted by numerous streams and small rocky points where hills come down to the shore. The beach narrows in front of the hilly zones. It is composed of firm sand, with a slope probably of about 1 on 30. Surf is light, except with occasional storms from the east. The heavy surf from these storms probably causes the beach to erode and become steeper and narrower. Shore drift on the southeast end of the beach is toward the tip of Kalma-pando; elsewhere there is no predominant trend. Outside of the harbor works at Wonsan, the only structures on the beach are a few small piers scattered along the shore. There are dwellings scattered along most parts of the beach area. Water can be obtained from the many small streams.

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(d) Adjacent terrain and exits. The beach is backed by alternate hills and small river flats. Wonsan lies on a crescentic flat at the south end of Yonghung-man, and is backed by hills and mountains. Kalma-pando is low and flat, and is covered to a large extent with soft sand; its southern part is occupied by Gensan Airfield. A second airfield in the vicinity, known as Genzan North, is reported as having been under construction prior to April 1945. The main east coast highway and railroad are within 2 miles of the beach at the eastern base of Kalma-pando. Northwestward from Wonsan they pass behind the coastal hills, but return to the shore in the vicinity of Kump'yong-ni before turning northwestward and receding from the north end of the beach.

1. Hanhung-man (Kando-wan) central east coast. Reliability GOOD.

1. Graphic Description.

- (a) Near shore - approach obstructed near center.
- (b) Length - Pocket beach; 16.4 miles.
- (c) Width above H. W. - 150 to 200 feet.
- (d) Gradient in H. W. zone - 1 to 30.
- (e) Surf and shore drift - surf heavy.
- (f) Material and firmness - firm sand.
- (g) Terrain behind beach - broad river plain; hills in south; beach backed by lagoons, dunes, hills.
- (h) Connections inland - Railroad closely backs all beaches. Improved road all except three easternmost.

2. Verbal description.

(a) Location and extent. A much interrupted sand beach extends from 16.4 miles in a gentle arc open to the southeast along the head of Hanhung-man (Kanko-wan). The limits of the beach are $38^{\circ} 38' N$, $127^{\circ} 31' E$, and $39^{\circ} 49' N$, $127^{\circ} 40' E$. This beach gives access to the port and industrially important city of Hungnam (Konan) to the city of Hanhung, (Kando), and to the broad plain, southwest and south of Hanhung, with its roads, railroads, towns, and air facilities. It is also a possible flanking beach for the important port and city of Wonsan (Genzan) to the south. The beach is not a first-class landing place because of its flat nearshore bottom slope and because of the difficulties of the terrain immediately inland, where swamps, lagoons, dunes, or multiple river mouths form an almost continuous barrier to vehicular movement inland. Important landmarks are the port of Hungnam at the northeast end of the beach; Hwa-do (Ka-to), 200 feet high, $1\frac{1}{2}$ miles off the center of the beach; and a cylindrical white lighthouse on the tip of Oeyangdo-tan (Gaiyoto-tan, Panyansomu Kutchi). There are 2 pocket beaches on the east side of Hwa-do, and the entire western shore of the island is sandy.

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(b) Sea approach. The approach to the 30-foot depth is generally clear. It is obstructed only by a group of rocks, Hyongje-am(Keitei-gan) 6 1/3 miles northeast of the southwest end of the beach. In general the 30-foot line lies 4,000 feet off the southwest end of the beach, and 5,000 feet off the northeast end, with a marked seaward swing off the central part, where the line loops outward to pass close around Hwa-do (Ka-to) and several smaller islands and rocks, which are connected to the shore by a shoal 1 to 1 1/2 miles wide. The 18-foot depth line averages 2,000 feet off shore along the southwest part of the beach, 2,500 feet along the northeast part. This line too swings out around the shoal connecting Hwa-do to the shore. The bottom slope is everywhere flatter than 1 on 100, in many places flatter than 1 on 150. There are no nearshore dangers except the harbor works at Hungnam (Konan), and the shoal connecting Hwa-do to the mainland at the center of the beach. It is possible that there are sandbars off the river mouths. The bottom material is sand, with a few patches of mud off the mouth of the river Kwangp'o-gang (Koho-do). In autumn, winter, and spring, the prevailing winds are west and southwest. In summer the winds blow alternately from the west, southwest, east, and northeast. Gales are rare, and not seasonal. Calms are infrequent. Fog may be expected 1 or 2 days per month. The tidal range is about 1 foot. An anchorage is located at Hangnam. There is no sheltered anchorage directly fronting the beach. The 10-fathom line is from 3 to 7 miles off shore, and 10 miles out there is about 16 fathoms of water over a bottom of fine sand.

(c) Character of beach. Approximately 1 mile from the southwest end, the beach is interrupted by a large river, the Kumjin-ch'on (Kinshin-sen). From the Kumjin-ch'on the beach is continuous for 9 miles to the southernmost mouth, the extensive lagoons near the center of the beach. From this point northeast the beach is interrupted at short intervals by streams, and near its northern end by a large river, the Tongsongch'on-gang. The beach is of fine sand. The northeastern part is fairly soft, especially near the river mouths, and has muddy patches. The southwestern part is firm throughout. The width of the beach above high water increases gradually to the south, from 200 feet near Hungnam to 250 to 300 feet at the southwest end. The slope between low and high water is so gentle that in places even the 1-foot tide exposes several hundred feet of sandy flat at low water. The slope is flattest on the northeast part of the beach, and steepest at the southwest end, but even there the slope is probably not greater than 1 on 50. The beach is generally exposed, but is protected from north-quadrant winds by the headland opposite the northeast end, and from south-quadrant winds at the southwest end. Surf is moderate, and breaks in several lines over a wide belt.

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There is no predominant direction of shore drift. There are no buildings on the beach except at the northeastern end, which is closely backed by a western extension of the city of Hungnam, including large industrial establishments. Water can be obtained from the many streams, and sufficient quantities of drinking water can be obtained from shallow wells a few hundred feet inland.

(d) Adjacent terrain and exits. Low parallel sandy ridges back the entire beach in a strip $1\frac{1}{2}$ to 2 miles wide. Between the ridges are poorly drained longitudinal depressions. Some are occupied by lagoons, some by swamp, some by cultivated fields. The ridges are sparsely covered with grass and evergreen trees in the south; they are barren in the north. The south half of this strip is fairly continuous, interrupted only by the swampy valley of the Kumjin-ch'on (Kinshin-sen). The north half is cut into small segments by branching transverse river channels. Behind the north half of the beach the plain extends inland beyond Hamhung; behind the south half of the beach the sandy strip is backed by a low range of hills, 100 to 200 feet high and 1 to 2 miles wide, which parallels the shore. These hills extend from the Kumjin-ch'on on the south to the large lagoons which extend westward from the center of the beach. The villages immediately behind the beach are connected only by trails, but an improved road runs north-northeastward from the town of P'ach'unjang, on the north bank of the Kumjin-ch'on 4 miles inland, gradually converging toward the shore until at Yongp'o, behind the northcentral part of the beach, it is only $1\frac{1}{2}$ miles inland. Here it forks, one branch going northeast and then east to Hungnam, the other north to Hamhung. The railroad from Wonsan (Genzan) passes through P'ach'un-jang, but recedes from the beach as it proceeds northward to Hamhung, and in places is as much as 7 miles inland. The primary highway from Wonsan to Hamhung keeps to the inland side of the railroad, and is about 7 miles from the beach throughout. The most direct access to Hamhung is from Hungnam at the the northeast end of the beach area. The two cities are connected by a primary highway and 2 railroads. Airfields are listed under the names of Kanko (Hamhung), Kanko West, and Konan (Hungnam). The latter is between the beach and the town of Yongp'o.

C. Chinnampo - P'yongyang, Northwest coast. Reliability FAIR.

1. Verbal description.

The nearshore approaches to the west coast north of Changsan-got generally are shallow, particularly along the northern part. They are obstructed by many long, narrow shoals and detached banks stretching in a general north - south direction. Many of the shoals and banks are marked by drying sand bars. Several islands lie off the coast, particularly in the northern part of the area.

The coast in this sector is varied. Along most of the coast, hills fall steeply to the sea, and off shore rocks are common. Elsewhere there are long unbroken stretches of marsh and several sandy stretches, particularly in the south. The southern part of the coast is fronted by narrow tidal sand flats; in the remainder of the sector, the coast commonly is fringed by broad mud flats, some of which merge seaward into sand flats.

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The coastal plains tend to be somewhat larger in this sector than further south, and the hills on the promontories and back of the coast generally are steep and somewhat higher. The beaches are similar in physical character to those on the south coast. No beaches in this sector have been described in detail.

The alluvial flats and the rugged stretches of the coasts are backed by hills and mountains in which elevations of more than a thousand feet are common. Cultivation in the valleys and on the coastal plains is largely limited to irrigated rice. Cover on the uncultivated plains and on the hill slopes is generally grass and scrub-pine, with some sparse growth of other coniferous and broadleaf trees.

Generally speaking this portion of the Korean coast is not suitable for an amphibious operation of a Regiment or Division size.

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THEATER STUDY

KOREAN GENERAL TOPOGRAPHY

GENERAL TOPOGRAPHY: South Korea

1. South of the Seoul-Wonsan corridor a long barrier of low (1000-3000 feet) mountains, extends to the end of the peninsula with their higher reaches near the East Coast.

Mountain and hill spurs branch from the TAEBAEK range westward to the YELLOW SEA. The principal lowlands of KOREA lie between these mountain spurs. The Naktong lowland area opens to the southward (PUSAN) and all other lowland areas are in the western half of the peninsula and open on the YELLOW SEA. All major rivers flow in a westward direction and wind through these lowland areas. The ruggedness of the mountains and the wetness of the lowlands with their large rivers and irrigated fields are a serious hinderance to movement.

The south and west coasts are highly irregular, with alternating beach fringed lowlands and rocky headlands and numerous offlying islands, rocks, reefs, and shoals. Broad drying mud flats and sand bars, and a large tidal range, add to the difficulty of approach along the west and Southern coast.

In contrast to the west and southern coastal regions the east coast is fairly regular, with small beach-bordered pocket valleys separated from one another and from the interior by steep mountains and swift streams; approaches from the sea are fairly clear.

2. Mountains and Hills:

The main mountain system in Southern KOREA is the SOUTHERN TAEBAEK RANGE and its appendage, the SSOBAEK RANGE, a lesser but consequential system is the lower hilly spur sections that protrude westward from this main system and form the corridors of low areas.

The TAEBAEK RANGE tends generally north-south, and is steep and rugged with narrow, winding gorge-like valleys. Summit heights of the TAEBAEK RANGE are generally 2,000 to 5,000 feet.

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The SOBÆK RANGE is a southwestward extension of the TAEBAEK and lies across the routes from PU-SAN to SEOUL. Terrain at higher elevations in the SOBÆK is rugged like that of the TAEBAEK but the average elevation is lower (2500) and has a greater percentage of moderate slopes. River valleys are wider but there is little flat land in either range; most of the surface is sloping. In general the highland terrain is unsuitable for cross-country movement. Steep eroded slopes, and non-trafficable soils resulting from heavy summer rains are unfavorable factors for movement in the lower hills. In the higher areas, cliffs, very steep slopes, and rugged terrain resulting from extensive erosion make cross-country movement almost impossible. Even on the valley floors movement is greatly restricted by the winding nature of the streams, by floods, and by wet rice fields.

ALL EAST-WEST routes across the Southern TAEBAEK are steep, narrow, winding and cross passes at least 1,200 feet high. These routes are considered by the source to be unsuited to heavy two way traffic. Three of the main North-South routes cross the SOBÆK range and are locally narrow, winding and cross passes 330 to 1,600 feet high.

3. Lowlands:

For the purpose of this study the lowland areas are divided into Eastern, Southern Interior, Southern Coastal and Western Lowlands Areas.

Eastern Lowlands: The lowlands along the Eastern Coast are small isolated areas in the vicinity of stream and river mouths, they are generally flat, intensively cultivated and vary in breadth from 1 to 6 miles and in depth from 3 to 8 miles. Along the shore they have a cobbly beach, backed by dunes or a lagoon. On the land side they are surrounded by steep, partly forested hills or mountains, each lowland narrows inland into a winding steep sided valley.

Southern Interior Lowlands: The NAKTONG-GANG BASIN is in the southeastern portion of the peninsula, north of PU-SAN and is the most extensive inland or interior lowland in the southern region. The lowland borders both sides of the NAKTONG-GANG and of its major tributaries, and varies in width from 8 to 10 miles. It provides a low but winding route northward from PU-SAN for 125 miles. Dikes and levees up to 15 to 20 feet protect cultivated areas from floods, the uncultivated portions of the area are covered with sand or cobbles and are generally bare of vegetation. The chief crop in the area is rice. Rolling much eroded hills overlook the entire area and are themselves backed by mountains 3,000 to 4,000 feet high. Lowland terrain favors cross country movement except on the wet rice fields and during the wet summer months. Routes through the area are not steep but are very winding. The principal PU-SAN SEOUL route (rail and highway) cross the area.

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Southern Coastal Lowlands: These lowlands include several small regions at the head of bays which trend mainly north-south, they are from 1 to 5 miles wide and from 3 to 8 miles deep. Numerous small, flat lowlands are completely planted to rice but there are a few which are barren river flood plains that are planted to dry crops.

Low steep gullied hills separate numerous small lowland areas. On the south, winding, rugged peninsulas enclose the bays and guard the coast to a distance of 50 miles offshore. On the north, west and east, steep gullied hills and mountains surround the lowlands and confine routes between them.

The most favorable lowland areas for cross country movement are those that are not planted to rice. Existing road and rail routes lead mostly northward toward SEOUL. The roadways are not steep but are very winding. The East-west coastal road follows a devious route skirting the shore, turning inland to avoid crossing hills, crossing some lowlands but avoiding rice fields, and crossing passes less than 1,000 feet high.

Western Lowlands: There are three large lowland areas on the western side of the KOREAN PENINSULA and it is here that the greater proportion of the population and industry is located.

From South to North these are the KUM, TANGJIN and HAN. These lowlands have the following characteristics: 1. They are moderately to extremely winding and are drained by very sinuous streams; 2. Near the sea they become flatter and broader (10 to 30 miles) with extensive rice cultivation, canals and ditches; 3. The principal rivers empty into estuaries 1 to 4 miles wide, where at low tide 1 to 5 miles of slimy mud flats are exposed; the river banks are alternately steep and gentle; the lower hills are locally terraced and cultivated; the steeper with grass, scrub pine and scattered trees; 4. The lowlands are intensively cultivated; rice is the principle crop and is grown chiefly in the lower parts; dikes, some of which are 15 to 20 feet high protect the cultivated fields from flood waters; 5. Hills or ridges overlook every part of these lowlands; there is little or no concealment offered in either the hills or lowlands; 6. The most favorable routes for cross-country movement on these lowlands are in or near the low, rolling hill sections; these routes are very winding, but have few bottlenecks and afford ample room for deployment.

The principal north-south road and rail lines and important east-west routes join in the HAN area at SEOUL. TAEJON in the KUM region is the hub for communications south of SEOUL and roads extend in the four directions from it to all major cities.

4. Rivers: There are five major rivers in southern KOREA. These are the NAK-TONG, SOMJIN, YONGSAN, KUM and HAN rivers (GANG is the Korean word for river). The first two of these drain south into the EAST CHINA SEA and the remainder into the YELLOW SEA.

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The NARTONG GANG is navigable to small craft to a distance of 200 miles, it is very sinuous and winds through the major southern lowland. Its banks in the lower regions are steep and from 15 to 20 feet high. In its upper reaches the banks become steep precipitous cliffs of one hundred or more feet. It, as are the other rivers treated here, swift in its upper reaches slow in its middle stretches and has built up broad flood plains.

The SOMJIN GANG is the second major river draining the southern portion of the peninsula and although not navigable for any considerable distance is important in that its valley affords a means of movement to the northward from the South coast.

The YONGSAN, KUM and HAN rivers drain to the westward and empty into the YELLOW SEA. These rivers are generally broader in nature than either of the two mentioned above. All are navigable to small craft to distances upwards of thirty miles.

In their lower courses the streams have rather low banks. Many of the upper courses of streams flow through narrow valleys with cliffs 30 to 50 feet high. Generally the river banks of the lowland areas are of sand and gravel and are gradual in slope. Many of the banks have long barren stretches interrupted by patches of grass and thickets. Along many of the river banks are large rocks and boulders which have been moved downstream during high water periods. In the dryer seasons most rivers are fordable with general depths of from 2 to 3 feet in their upper reaches and 6 to 9 feet in their lower courses.

During flood season many of the streams become raging torrents and flash floods occur. The amount of debris transported is enormous; the rivers raise their stream beds and flood the valleys downstream. At such times flood waters from 5 to 15 feet inundate the rice fields. During high water season the river present a major barrier to cross-country movement.

During winter months many streams and irrigation canals are frozen and can be crossed by foot. Those rivers in the extreme south portion are open the year around.

Small marshy areas occur locally in the southern coastal region but they are generally so situated as to be easily by-passed and therefore do not offer a barrier to movement. (For streams and tributaries; See Page 6)

5. Soil Trafficability:

Trafficability here is treated as it is affected by both terrain and weather.

a. Terrain and soil trafficability.

The major part of the area under consideration is mountainous and therefore unfavorable to cross-country movement of

wheeled vehicles, regardless of weather or soil conditions. Where lands are generally flat they are also wet in nature and are planted to rice. The paddy lands are flooded and canals connect the inland regions and in the south winter crops are raised in fields on ridges 1 to 2 feet high and from $1\frac{1}{2}$ to $2\frac{1}{2}$ feet apart adding to the obstacles to cross country movement.

In the paddy areas of favorable topography soil drainage character of plastics and weather factors are particularly important. In such areas medium textured soils (loams) many of a gravelly or stony nature are the most common. Where these soils occur on vertical terraces or slopes they remain trafficable during non-persistent rains. During heavy or persistent rains they become muddy or slippery and offer distinct miring problems. Normal trafficability is rapidly regained after periods of rain. Loams in lowland areas will mire vehicles rapidly during persistent rain, dry slowly and are locally subject to flooding by stream overflow.

Fine textured soils also have a wide-spread distribution in the lowland areas, on terraces and slopes. The clay soils are slippery and muddy when wet and other factors being equal require longer to dry.

Course textured soils afford the most suitable surface for wheeled vehicles and appear in the beach areas and along river beds. These soils are trafficable regardless of weather conditions. The course textured soils in the inland areas are trafficable at most places except during flood season. Sandy soil deteriorates rapidly with continuous passage of wheeled vehicles.

b. Weather and trafficability.

Cross-country travel is limited during the summer months by heavy rainfall and extremely wet lowland areas. Wheeled vehicle movement is most favored by conditions prevalent during late September, October and November. During this period, precipitation is generally light and infrequent and rice paddy lands are drained for harvest. Precipitation is further decreased both in amount and frequency from November through February, but there are important regional contrasts in trafficability. In coastal lowlands south of the 37th Parallel where snow seldom persists, general trafficability may be better during winter than in fall. Shallow soil freezing may occur for a few days at a time but the periods of thaw which follow do not seriously affect trafficability.

STREAMS AND TRIBUTARIES:

Streams and tributaries of the river SOMJIN-GANG whose entrance is near HADONG, located on the southern coast of Korea, are generally fordable except during periods of flood. Stream banks within this region are mostly sand and gravel, and average about 5 to 10 feet high. There are very few cliffs along the stream

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courses, but steep banks border the YONGSANG GANG, south western sector, at several places. The YONGSANG and SOMJIN-GANG and the tributaries have very winding courses. The banks on the inside of curves are lower than those on the outside. Upper sections of streams are bouldery, but not so much so as in most of the other regions. Stream beds are mostly sand and gravel. Large deposits of these materials are especially abundant in the lower courses at the junction of the tributaries, and at the delta mouths of the main rivers. Along the south coast are many short streams which drain the nearby hills and lowlands. These streams reach the coast at small bays separated by numerous headlands. The tributaries of the SOMJIN-GANG, such as the POSONG-GANG and P'ESU-CH'ON, south western sector, are 25 to 40 miles long. Many smaller streams, 2 to 5 miles long, drain the marginal hills throughout the region.

Penetration up stream valleys of the southern TAEBAEK RANGE from the east coast is difficult. Westward flowing streams have lower gradients and give less difficult access to the base of the outer western flank of the highlands. Higher in the mountains, however, the western stream valleys also become very difficult. The western ridges of the SOBAEK RANGE, southwestern sector, are drained by the SOMJIN-GANG; the eastern parts by the tributaries of the NAKTONG-GANG, south-eastern sector.

Most of the streams in the KUMGANG-SAN, South-western sector, rise in that section of the mountains extending from the YONGPONG through PIRO-BONG to WOLCH'UL-SAN. The streams of the DIAMOND MOUNTAINS, KUMGANG-SAN are characterized by debris-clogged rock channels and steep rocky banks of granite, or limestone which are very slippery when wet. The rocks in the stream beds are usually rounded and may be 9 feet in diameter. Waterfalls 35 to 40 feet high are numerous. The streams are generally less than 3 feet deep in the upper courses, except during the rainy season, when they become raging torrents. Streams carry large amounts of debris downstream, and deposit it irregularly along their middle courses. In their upper reaches, the streams of this section of the Southern TAEBAEK have steep gradients, and flow through gorges and canyons. The upper streams of the SOBAEK range are less formidable than those of the TAEBAEK, south central sector.

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THEATRE STUDY

KOREAN TRANSPORTATION

TRANSPORTATION:

I. RAILWAYS

Korea's railway and road building programs have been directed toward the development of strong North-South routes with branches to tap the principal industrial, agricultural, and mining areas. During recent years, an east west route between Manchuria and Japan, through NE Korea, has received considerable attention. Railways, roads and ports in this area have consequently been improved. Both railways and roads are more numerous in the populous western part of the country than in the mountainous eastern and northeastern areas. The principal highway and main double tracked standard guage railway line extend the length of the peninsula between SINUIJU and PUSAN and branches cross the central part to form a connection with the NE area. The principal rail line between SINUIJU and PUSAN is double tracked. Numerous bridges and tunnels are found on practically all lines.

To safeguard against disruption of traffic, duplicate bridges and tunnels have been constructed, together with division lines, frequently at some distance from the original. Keijo (Pyong Yang) is the hub of the railway network, principal lines to NE, NW, and SE, and SW radiating from it.

Serious war time neglect, acute shortages of replacement rails, ties, construction materials and bituminous coal, have severely impaired the operability of Korea's 4,000 mile rail system, upon which most of the country's economy is dependent. By early 1947, rail transportation was in a state of near paralysis in North Korea where the lack of operable locomotives and rolling stock has multiplied the effects of other shortages. Rail conditions in South Korea, though far from adequate, are believed to be better in the north.

II. ROADS

There are only a few stretches of hard surfaced road, mainly between important cities and their ports. Other principal roads are all-weather stone-based or stone-topped and vary considerably in width. The most important through roads follow the same general routes as major railways.

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The countrys 14,000 miles of highways, serving as essential feeders to the cities and railroads, must also be rehabilitated, having been left to deteriorate during the war years. In South Korea such essential construction items as asphalt and cement must be imported in quantity, owing to the concentration of Korea's own asphalt and cement plants north of the 38th parallel. In the Soviet Zone, according to reports dated May 1947, highways are being well maintained and an extensive road repair program, using compulsory labor, has been instituted.

III. BOX CARS (4' 3 $\frac{1}{2}$ " guage box cars)

Capacities of freight cars, normally range from 15 to 40 tons but a few 50 ton cars are in use. Most of the lines have rated capacities of 20, 26, and 30 tons. Under 30 ton capacity 2 axle type over 30 ton capacity are generally stock equipped with 4 wheel trucks. Box cars used for long hauls, 25 to 30 men can be transported.

IV. PORTS

A. PUSAN

PUSAN on the SE coast is the third largest city (pop 250,000), and leading port of Korea. The well protected harbor area is divided into N and S harbors both with artificial breakwater protection.

1. Four (4) major piers, 35 berths, most shallow draft 15 feet with maximum of 30 feet.
2. Three (3) piers, 2 quays and 5 wharves all in north harbor at railway terminus.
3. Six (6) secondary wharves.
4. 124 warehouses, 2,111,650 sq. ft.
5. 14 warehouses serviced by railroad.

FACILITIES FOR CLEARING PORT:

PUSAN is the base of the Y formation of the Korea railway net. Four (4) standard railroads lead out of PUSAN.

1. Trans-peninsula line doubled tracked north to AN TUNG via TAEJON and SEOUL.
2. PUSAN-SEOUL line via KYONJO and AN DONG (single track)
3. MASAN and MAKPO line (east coast) single track.

B. MAKPO (MAPPO)

A secondary harbor on the SE coast having a 50 mile entrance channel with a minimum depth of 34 ft. The minimum width of the channel is 630 yards and vessels displacing in excess of 6,000 tons are unable to enter.

1. 15 second class anchorage berths.
2. Two (2) 2,000 ton vessels can tie up for alongside unload

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FACILITIES FOR CLEARING PORT:

Single track railwar (standard) to TAEJON. First class highway to SEOUL.

C. YOSU

An auxilary and alternate port of PUSAN about 80 miles to the NE is on the SE coast of Korea.

1. North harbor - 11 berths.
2. South harbor - 6 berths.

A railroad pier berth can accomodate ships of 2 to 4,000 tons in north harbor; all others, anchorage only.

FACILITIES FOR CLEARING PORT:

There is a first class railroad to SUNCH'ON with tracks serving the railroad pier.

V. BRIDGES

Railway bridges are of permanent construction, well built and generally of steel (truss or plate girder type) on masonry or reinforced concrete piers and abutments. In most cases where rail lines cross large rivers a second bridge has been built, even when the line is single-track. In the latter case the track divides about $\frac{1}{2}$ mile from either end of the bridges. The earlier duplicate bridges were built as "twins" close to the original structure, as at KYONGSONG. More recently the duplicate bridges have been built at a distance of about 100 yards or more; thus making 2 separate targets, their vulnerability is reduced.

Most of the larger railroad bridges are composed of multiple steel spans of either 200 feet, 60 feet, or a combination of both lengths. Apparently, the design for the 200 foot spans is standardized 7-panel through Parker truss, and the 60 foot spans are deck plate girders.

SELECTED BRIDGES IN SOUTH KOREA:

<u>Location</u>	<u>Length in feet</u>	<u>No. & length of spans</u>	<u>Structural features</u>	<u>Remarks</u>
1. Between KAWSONG and KYONSONG (SEOUL)	1786	8x 200	Truss	Single track
2. KYONGSONG (SEOUL)	2067	10 x 203	Truss, Masonry piers.	Double track
3. WALGWAN abt 20 mi N of TAEGU.	1544	7 x 200	Truss	2 parallel single tracked bridges.

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4. About 3 mi. N. of TAEGU	1167	11 x 60	Plate deck
5. MIRYANG, N. of SAMNANGJIN	1928	24 x 60	Plate deck
6. Just S. of SAMNANGJIN about 25 mi NW of PUSAN	1838	7 x 200	Truss
7. Immediately S. of I-R1	about 500	Deck Plate girder	Single track. levee banks at either end of bridge some 20 feet high. Riv channel not over 50 feet across, bridge mainly s cultivated field

VI. TUNNELS

Tunnels are usually built of glazed or very hard brick impervious to water, or masonry blocks. Some are of concrete. Approaches to tunnels, generally through long cuts are well drained and face with turf or with masonry blocks.

Tunnels are numerous on all railroad lines passing mountainous terrain. In the MANP'O line between MYP'YONG and MANPO'OJIN located in the northwest sector, one observer counted 22 tunnels in 19 minutes. There are sectors on other lines with frequent tunnels: on the KYONG-WON line between SLP'O-RI and SIN'GOSAN, located approximately in the center portion of Korea, and on the main PUSAN-SINUJU line. Nine tunnels between SARIWON and KAWSON (70 miles), western central sector. Eight between CH'ONAN and KULCH'ON (98 miles) southern sector, and eight between KYONGSAN and SAMNANJIN (37 miles) south eastern sector.

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THEATRE STUDY

KOREAN HEALTH AND SANITATION

HEALTH AND SANITATION

a. The standard of sanitation for the Korean population, especially in the rural areas, is very low. The factors affecting public health include water supply waste disposal, plants and food. Natural resources provide adequate fresh water; however shortages exist from time to time in large cities and towns as a result of low annual precipitation. Many cities and towns have modern water works but only 20% to 60% of the population are supplied by these facilities. More than 80% of the total population of Korea depend on wells, springs, creeks, and similar sources, most of which are heavily contaminated. Waterborne sewerage systems are known to have been established in the larger cities but the majority of the population depends on more primitive methods of waste removal. The typical method of waste disposal in Korea is the collecting of night-soil from crude privies and pails from homes and storing same in cisterns for use as fertilizer.

b. Vectors of disease are numerous and include mosquitoes, flies, fleas, lice, mites, ticks, water snails, and rodents. Most diseases that prevail in temperate climates, as well as certain diseases that prevail with greatest intensity in tropical or subtropical regions, occur in Korea. The most important diseases are enteric diseases, including bacillary and amebic dysentery, typhoid and paratyphoid fever, and unspecified diarrhea. Malaria is very common, especially in the southern part of the country. Venereal diseases are widespread. Both forms of typhus, the louse borne and the flea borne, are always present. The various acute communicable diseases spread through the respiratory tract (diphtheria, cerebrospinal meningitis, scarlet fever, small pox, and others) are known to be prevalent. There is a high incidence of diseases of the skin. Helminth infections prevail throughout the country. Among the chronic communicable diseases tuberculosis is the most important and affects a large but unrecorded percentage of the population. Leprosy and trachoma are also fairly widespread.

c. The health of our troops in the area will require the proper treatment of the water supply, proper care of waste disposal, mosquito, fly and rat control, measures against lice,

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proper handling of food supplies and the supervision of food handlers. Prevention of trench foot and frostbite as well as prevention of injuries caused by heat also are of importance.

d. The total number of qualified physicians in Korea is reported to have been 2,931 in 1938. In the same year there were 879 dentists, 494 pharmacists, 1,843 nurses, 1978 midwives.

e. The actual number of hospitals in Korea is not known, although it is estimated to be about 150 to 160 on basis of last official reports (year unknown - JANIS 75). Total bed capacity is also unknown.

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Headquarters
1st Marine Division, Fleet Marine Force
Camp Joseph H. Pendleton, Oceanside, California

THEATRE STUDY

KOREAN WEATHER

I. Introduction:

Korea has a climate which is largely continental in character in winter, when the principal air streams flow out from high pressure over the continent of Asia towards lower pressure off the Asiatic Coast; and largely maritime in character in summer, when the prevailing air streams are from the Pacific across the coast toward lower pressure in the interior of Asia. As a result, the winters are relatively dry and cold and the summers are moist and hot.

Generally speaking, the climate of Korea can be classified as monsoonal, that is, a seasonal reversal of the prevailing winds, causing marked seasonal changes in temperature, precipitation, cloudiness and humidity.

II. Analysis:

The following is a general analysis of the four basic factors of weather in the southern sector of Korea:

(a) Precipitation: Annual average rainfall in the southern area is around 60 inches. Winter is a season of light precipitation, summer of heavy. From 50% to 60% of the annual amount occurs in June, July, and August. Light snow can be expected in winter months, rarely attaining a depth of over 1 foot.

(b) Temperature: Winters in Korea are cold in the south and extremely cold in the north. Mean January temperatures are: Pusan, 36° F; Mokp'o, 30° F. Lowest recorded temperatures occasionally occur in the interior of south Korea. Summer temperatures are consistently high, but not extreme. At low level stations the average summer temperatures are between 75° and 80° F. In the warmest month, with average maximum between 83° and 88° F and extreme maximum near 100° F.

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(c) Winds; Topography modifies the direction of the winds, but generally the winds is predominantly north to northwest. During the summer and early fall months, Typhoons may affect Korea, averaging once or twice a year, under extreme conditions four or five times. These are attended by widespread low overcast, torrential rains, wind speeds of 75-100 mph., and very high "following tides".

(d) Humidity: Around 70% during winter months, well over 90% in early morning hours of July and August. High humidity in summer months necessitates special precautions and protective measures for the following:

1. Food stuffs not in air tight containers.
2. Leather and fabrics.
3. Bare metals.
4. Technical equipment (radio, electronic).

III. Summary:

The climate of Korea generally resembles that of any maritime country in the temperate zone. The most favorable season for general operations is from October through March.

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1st ProvMarBrig(Reinf)(TG 51.3)
Camp Joseph H. Pendleton,
Oceanside, California
0800, 8 July 1950

Annex CHARLIE to Brigade Operation Plan 1-50

AIR SUPPORT

Maps, Charts and Photos: Same as OpnPlan 1-50

TASK ORGANIZATION

MAG 33 (Reinf)
Hedron 33
Servron 33
VMF 214
VMF 323
VMF(N) 513 (less det)
TacRon 2 (less GpHq)
MCGIS 1

1. a. See 1st ProvMarBrig, FMF (Reinf) G-2 summaries as issued.
b. U. S. PACIFIC COMMAND will provide security for overseas movement of 1st Provisional Marine Brigade (Reinf). HQ FAR EAST COMMAND will provide initial security for debarkation of ground elements at destination.
2. Commanding General Forward Echelon, 1st MAW has reported to the Commanding General, 1st Provisional Marine Brigade for duty with the mission of supporting this organization in the execution of its assigned mission.
3. MAG 33 (Reinf) be prepared to support the 1st Provisional Marine Brigade by land or carrier based aircraft. Be prepared to execute:
 - a. Combat Air Patrol over the immediate target area.
 - b. Isolation of the battlefield.
 - c. Close Air Support missions utilizing all normal armament including:
 - (1) #2000 bombs
 - (2) #1000 bombs
 - (3) # 500 bombs
 - (4) # 100 bombs
 - (5) 11.5 inch rockets
 - (6) 5 inch rockets
 - (7) napalm
 - (8) photo
 - (9) strafing

ANNEX CHARLIE

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Annex CHARLIE to BrigOpnPlan 1-50 (Cont'd)

d. VMO-6 will be equipped with eight OY-2 aircraft and four HO3S-1 helicopters. This squadron will embark with the forward echelon 1st MAW for movement overseas. Primary mission of the OY-2 aircraft upon landing will be artillery spotting. HO3S-1s will perform miscellaneous missions including tactical air observation, liaison and evacuation missions as required. Resupply missions will be flown by VMO-6 aircraft in emergency with improvised cargo containers.

x. (1) Four Tactical Air Observers initially embarked with VMO-6.

(2) Front line panels will be displayed during all close support missions. These panels must be picked up as the troops move forward.

(3) Forward Air Controllers be prepared to mark all targets with WP.

4. See 1st Provisional Marine Brigade Administrative Plan 1-50.

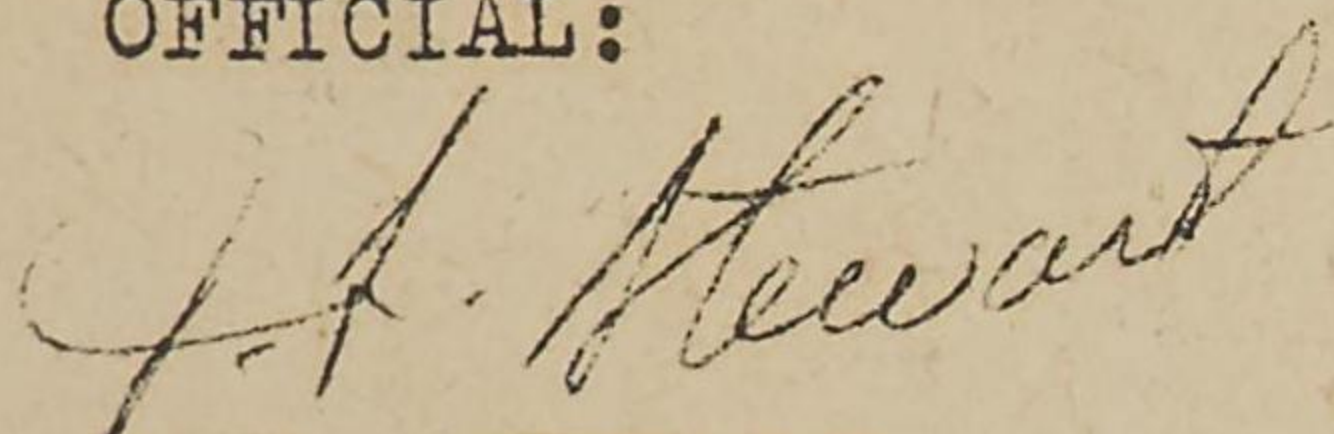
5. Annex DOG, Signal Communications.

BY COMMAND OF BRIGADIER GENERAL E. A. CRAIG, USMC

E. W. SNEDEKER,
Colonel, U. S. Marine Corps,
Chief of Staff.

DISTRIBUTION: Annex XRAY

OFFICIAL:



J. L. STEWART,
LtCol, USMC,
ACofS, G-3.

ANNEX CHARLIE

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1st ProvMarBrig(Reinf)(TG 51.3)
Camp Joseph H. Pendleton,
Oceanside, California
0800, 8 July 1950

Annex XRAY to Brigade Operation Plan 1-50

DISTRIBUTION

Brigade Headquarters	25
VMC-6	1
Detachment, 1st Ordnance Battalion	1
Detachment, 1st Service Battalion	1
Detachment, 1st Combat Service Group	1
Company "A", 1st Engineer Battalion (Reinf)	1
Company "A", 1st Motor Transport Battalion (Reinf)	1
Company "B", 1st Medical Battalion	1
Company "A", 1st Shore Party Battalion (Reinf)	2
RCT-5	40
1st Battalion, 11th Marines (Reinf)	13
1st Amphibious Tractor Company (Reinf)	1
Detachment, Ron Co, 1st Marine Division	1
Forward Echelon, 1st Marine Air Wing	1
CinC Pac Flt	6 (1 via airmail)
CNO	8 (1 via airmail)
Comdt Nat'l War College	1
President Naval War College	1
Commandant, Armed Forces Staff College	1
CO, Naval School (General Line) Newport, R.I.	1
CO, Naval School (General Line), Monterey Calif.	1
Commandant, MCS, Quantico, Va.	1
CINC FE	5
CMC	2
CG, FME, Pac	5
CG, Air FME Pac	5
ComPhibPac	2
ComPhibGroupOne	2 (airmail)
ComTransDiv 11	1
CTG 53.7	5
HENRICO	1
CLYMER	1
PICKAWAY	1
GUNSTON HALL	1
FT. MARION	1
WHITESIDE	1
ALSHAIN	1
BASS	1
PERCH	1

ANNEX XRAY

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Annex XRAY to Brigade Operation Plan 1-50 (Cont'd)

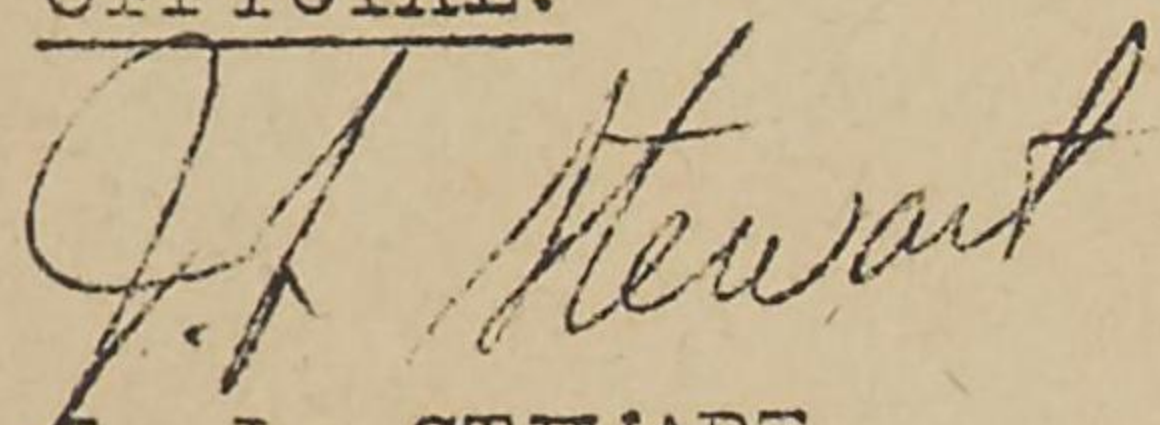
ComWesSeaFron	1
NAD, Fallbrook	1
Com 11	1
Com Air Pac	1
ComPhibTraPac	1
CG, TTU Pac	1
CG, MCRD, San Diego	1
Com NAS, North Island	1
NSD, San Diego	1
Com Nav Beach Group 1	1
Com UDT-1	1
CG, MB, CJHP	1
CO, MCSD, CJHP	1
DQSF	1
Barstow Annex DQSF	1
Com 7th Fleet	1
Com Nav FE	1
CG, 1st MarDiv	5

BY COMMAND OF BRIGADIER GENERAL CRAIG

E. W. SNEDEKER
Colonel, U. S. Marine Corps
Chief of Staff

DISTRIBUTION: Annex XRAY

OFFICIAL:



J. L. STEWART
Lt Col USMC
ACofS, G-3

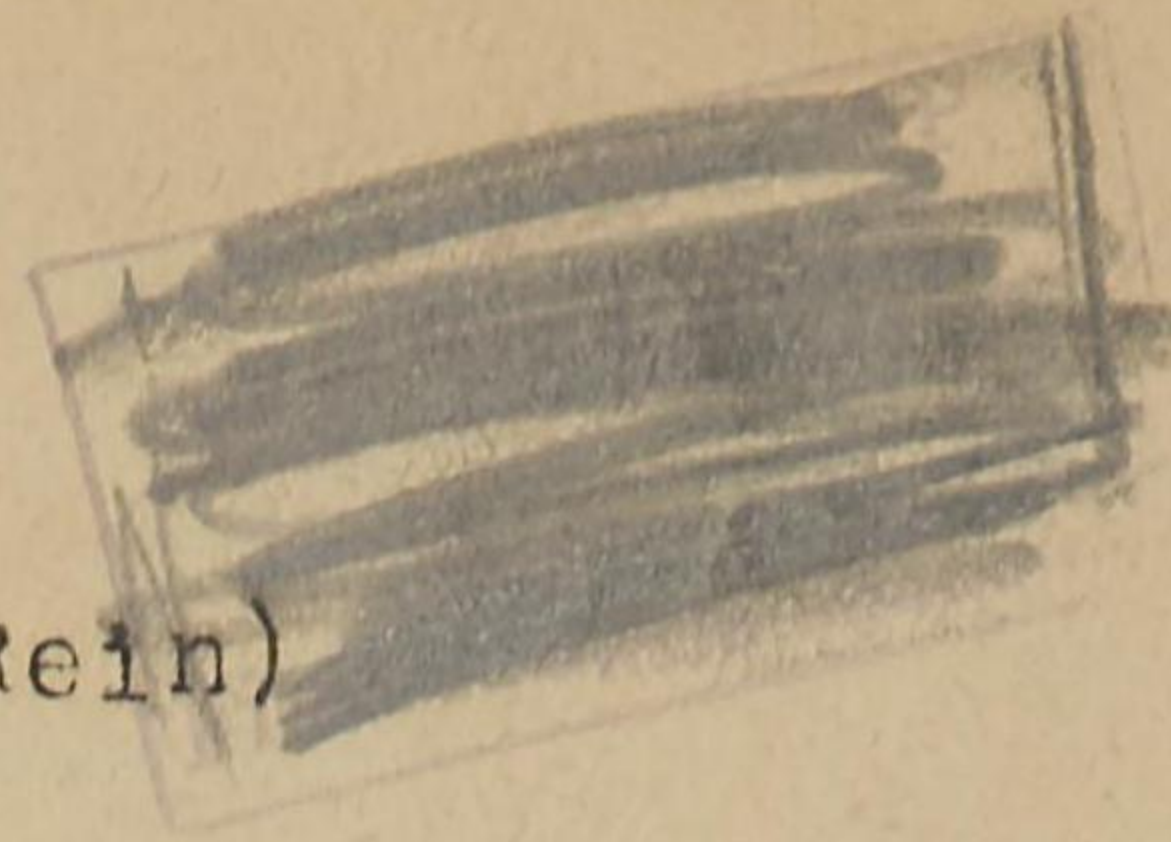
ANNEX XRAY

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G-4



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Headquarters
1st Provisional Marine Brigade (Rein)
Camp Joseph H. Pendleton
Oceanside, California

1600, 7 July, 1950

ADMINISTRATIVE PLAN)
NUMBER.....1-50) - To Accompany OpPlan Number 1-50

1. SUPPLIES AND EQUIPMENT TO BE EMBARKED.

G-4 ROUTING Class I.	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
OPERATIONS	
CONST & FAC	
SUPPLY	
PETROLEUM	
ADMINISTRATION	

(1) Rations - Mounting out, Forty-six (46) days.

(a) In hands of units:

Two (2) days individual combat (C-4).

(b) In hands of Headquarters and Service Battalion:

Eight (8) days individual Combat (C-3).

Six (6) Small Detachment (5-in-1).

Thirty (30) days "B" (Delivered to ships side by Navy)

(2) Water.

(a) All water cans and trailers full.

(b) Each man, one (1) canteen, Corpsman, two (2) canteens.

(3) PX Supplies.

Mounting Out. (In hands of Headquarters and Service Battalion).

b. CLASS II.

(1) Initial (less chemical warfare). In hands of units.

(2) Thirty (30) day replenishment. To be as presently constituted for 1st Marine Division. (In hands of Headquarters and Service Battalion).

(3) Chemical Warfare (initial). In hands of Headquarters and Service Battalion.

c. CLASS III.

(1) In hands of units.

(2) (a) Units vehicles embark with fuel tanks 3/4 full.

(b) Expeditionary gasoline cans (5 gal.) on vehicles full.

(3) Replenishment.

In hands of Headquarters and Service Battalion. (Thirty (30) days for all gas consuming equipment). (Delivered to ship side by Navy).

d. CLASS IV.

(1) Mounting Out,

JH 8466

Did they?



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(a) Engineer Equipment and Supplies. In hands of Headquarters and Service Battalion.

<u>ARTICLE NUMBER</u>	<u>ITEM</u>	<u>QUANTITY</u>
27-b-281	BAG, sand, osnaburg, mildew, proof, size 14" x 25½", ea.	200,000
22-C-3400	CONCERTINA, wire, barbed, stretched to 50' wt 57 lbs, diam. 40", ea.	250
27-O-336	OSNABURG, cotton, unbleach, w. 40", L. yds., yds	1,500
52-P-965	PAINT, camouflage, oil or elec-resinous (emulsified) infra-red reflecting, gals.	300
42-P-18160	POST, Drive type, anchor, L. 24" depth 1-3/8", across flange 3-9/16", ea.	2,000
42-P-18160	POST, Drive type, intermediate, L. 32", depth 1-3/8", w across flange 3-9/16", ea.	2,000
42-P18170	POST, Drive type, long, L. 5' depth 1½", w across flange, 3", ea.	5,000
42-W-3870	WIRE, barbed, twisted steel, galvanized, no. of points 4, gauge B&S, 12. wt of coil 28 lbs., yds to coil 126, coil.	1,000
T/S-4015	BOX, film, dehydrating, ea.	2
66-M-574-50	MACHINE flake, ice plant, cap. 1 ton, freon #12 refrigerant 2HP, 220 volts, 3 phase, compressor motor 1/6 - 1/8 HP, 220 volts, 1 phase evaporator motor, com. w/ spare parts, ea	1
T/A-4057	PHOTOGRAPHIC Equipment, motion picture 35MM, "Eyemo Q", exp, set.	1
T/A-4060	PHOTOGRAPHIC Equipment, motion picture, 35MM, "Eyemo Q" exp. supplies, set.	1
	LUMBER, Douglas Fir EFM, (assorted sizes, handem length) NOTE: Most of this will be dunnage.	100,000
44-P-487-600	PIPE, culvert, iron or steel zinc coated, nestable, gauge 16", diam, 18", (lin.ft. per pallet lot load 160), ft.	1

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44-P-487-800 PIPE, culvert, iron or steel 160
zinc coated, nestable, gauge
12 diam. 16", (lin.ft. per
pallet lead 40), ft.

(b) General Supplies (NONE)

(c) Ordnance Supplies: (In hands of 5th Marines)

T/A-4430 RIFLE, (snipers) cal. 30, M1903, 40
A1, w/telescope sighting, uner-
tal 8x, ea.

(d) Motor Transport Supplies.

T/A-4390 Cargo Carriers, M29C, ea. 10

TRAILER, 5-ton, 4-wheel, 1
surgical operating, ea.

(e) Signal Equipment and Supplies:

204010 RADIO, receiver, RBZ 50

e. CLASS V.

(1) Basic load in hands of units.

(2) Mounting out.

Five (5) U/F (less basic load) for Brigade in hands of
Headquarters and Service Battalion. (Delivered to shipside
by MCSD).

f. RESUPPLY.

Annex ABLE.

2. SUPPLY.

a. General.

(1) Supplies required in excess of units own resources (in-
cluding parent unit if any) be obtained by emergency re-
quisitions on normal supply source.

b. On order, Headquarters and Service Battalion supply sections
assume control of cognizant Brigade service and supply facilities.
Provide logistical Support for the Brigade.

c. Plan for landing - Later.

d. Resupply.

As arranged by Commanding General, Fleet Marine Force, Pacific,
resupply will be automatic to build up at objective, within 120
days, a maximum stock level of ninety (90) days.

Class I (plus ten (10) days emergency landing types).

Class II ninety (90) days.

Class III ninety (90) days.

Class V - eight (8) U/F for all weapons.

Emergency resupply requests to Commanding General, Fleet

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Marine Force, Pacific. Annex, ABLE, Resupply Plan.

3. EVACUATION.

- a. Personnel - 1st MarDiv S.O.P. 4-7.
- b. Vehicles - See Annex JIG.
- c. ORdnance - 1stMarDiv S.O.P. 4-15.
- d. Salvage - later.

4. TRAFFIC.

See Annex JIG.

5. SERVICE TROOPS.

- a. Vessel in which CP is embarked. See EmbPlan.1-50.
- b. Attachments - later.

6. PERSONNEL.

- a. Strength, records, and reports - Later.

(1) Troops lists or changes thereto will be disseminated weekly by this Headquarters for units assigned to the Brigade

(2) Periodic reports, strength and casualty reports, casualty card forms, graves registration reports, and miscellaneous records and reports. (later).

- b. Replacements.

Later.

- c. Law and Order.

(1) Stragglers.

- a. Straggler lines, posts, and collecting points will be announced by this Headquarters.
- b. Initially Shore Party will exercise Straggler Control.
- c. Brigade MP Platoon will establish Straggler Control inland on order.
- d. Units will prevent stragglers from going forward into the combat area.
- e. Emphasis will be placed on apprehending stragglers at kitchen and ration dumps.
- f. Stragglers will be returned to their units by the most expeditious means.

(1) Stragglers who are physically or mentally incapacitated will be escorted to the nearest medical installation.

(2) Stragglers will be given written orders on message forms to return without delay to their parent organization reporting upon arrival to the Commanding Officer. A copy will be forwarded to the unit concerned through the nearest message center, and a copy will be retained in the files of the MP organization apprehending the straggler.

(3) Where it is not practicable to return stragglers to their parent organization immediately, or where it is believed necessary to deliver stragglers under guard, stragglers may be used on burial details pending return to their organizations.

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(2) Discipline.

- a. General court martial prisoners will not be released for combat duty prior to approval by Commanding General, Fleet Marine Force, Pacific.
- b. Instructions to Troops, see Annex HOW.

d. Prisoners of War.

(1) Initially Shore Party will exercise PW control in the beach area, on order.

(2) Brigade MP Platoon will establish one (1) PW collecting point in zone of action of assault units and will assume PW control on order.

(3) Evacuation.

- (a) PW's will be evacuated from the objective area as directed by this Headquarters. No officer PW's should be evacuated without prior approval of this Headquarters.
- (b) Initially Shore Party evacuate to designated ships for interrogation.
- (c) Capturing units evacuate to PW collecting point.
- (d) Brigade MP Platoon will evacuate PW's from collecting point to Brigade enclosure.

(4) Interrogation - Annex BAKER (Intelligence) to Operation Plan 1-50.

(5) Health and sanitation - Annex BAKER hereto.

(6) Instructions expressed in FM 27-10 (Rules of Land Warfare) will apply.

(7) Reports - (Later)

(8) All enemy political prisoners and civilians will be handled initially as PW's. G-2, Civil Affairs Officer, and Platoon Leader, MP Platoon will coordinate screening and interrogation of all political prisoners and civilians (See Annex EASY hereto).

(9) Handling PW's - TM 19-500 applies.

e. Burial and Graves Registration.

(1) Burials will be by Brigade in Brigade Cemetery (location to be announced). FM 10-63 applies.

(2) Evacuation.

- (a) Subordinate units will establish collecting points for deceased near aid stations and will evacuate to collecting points. Report location to this Headquarters.
- (b) Brigade will evacuate deceased from unit collecting points to Brigade cemetery.
- (c) Transportation utilized in ration handling shall not be used for evacuation of the dead. Brigade Motor Transport will furnish transportation and drivers as required by Graves Registration units and on order of this Headquarters.
- (d) Subordinate units will submit to this Headquarters location overlay in case of isolated burials. Such burials must be kept to a minimum.

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(e) Graves Registration units submit requests for additional personnel details to this Headquarters as needed.

(f) Personal effects of military dead will be gathered and kept separate for each deceased individual and will be forwarded by the unit of the individual concerned to this Headquarters. Personal effects of all military dead will be forwarded by this Headquarters to the Personal Effects Depot, San Francisco, California.

(g) Personal effects of enemy dead will be turned over to G-2. These effects of no military value will be turned in to Brigade Supply to be made available to Civil Affairs Officer as needed.

(h) Civilian cemeteries for burial of civilians will be used as far as practicable. All labor connected with the burial of civilians performed by civilians where practicable.

(i) Reports - (Later).

f. Morale.

(1) Mail

(a) Addressing.

1 All Marine Corps and attached Navy units will continue to use the regular unit designation, in care of the Fleet Post Office, San Francisco, California.

(b) Postal Services.

1 Initially from FMFPac Regulating Post Office until establishment ashore of Fleet Post Office, then as directed by Fleet Marine Force, Pacific.

2 First Class Mail will arrive with each resupply shipment and by air as facilities become available. No second or third class mail will arrive prior to D plus 15.

3 Money order facilities will not be available prior to D-plus 10.

4 Troop commanders will appoint at least one (1) mail orderly to receive mail at ports of call while the Brigade is afloat.

(c) Distribution of mail.

1 Incoming with Class I supplies.

2 Outgoing by units to Brigade Post Office.

(d) Officer Messenger Mail Center will be operated by Army or Navy in conjunction with Fleet Post Office aboard assigned mail ship.

(e) Censorship regulations: To be designated later.

(2) Awards.

(a) Submit recommendations for awards and decorations to Fleet Marine Force, Pacific, via this Headquarters in accordance with paragraph 20005, Marine Corps Manual.

(3) Marine Corps Exchanges.

(a) Marine Corps exchanges will not be established ashore prior to D-5 unless special circumstances permit their establishment at an earlier date.

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(4) Payment of troops.

(a) Payment of troops will be made, insofar as possible, immediately prior to embarkation.

(b) No regular payments to Marine personnel will be made in the objective area prior to D+30; emergency payments after D+2.

(c) The maintenance of flight logs for purposes of certifying flight pay, in the case of aviators and air observers attached to the Brigade, will be the responsibility of the Senior Brigade Aviator (Brigade Air Officer).

(5) Commanding Officers will ascertain that troops are kept informed of the progress of the Brigade and the general plan and objective insofar as information available, opportunity, and the maintenance of security permits.

(6) Individual cameras may be carried provided they are in organizational custody. Regulations regarding taking of pictures will be published by the Commanding General of the destination.

g. Civil Affairs. Annex EASY.

h. Personnel Procedures and Adjustments.

(1) Personnel evacuated from objective area will be transferred by service records to Fleet Marine Force, Pacific.

(2) Recommendations for battlefield appointments will be made by message to this Headquarters.

i. Personnel Estimates and Plans.

(1) Quartering and billeting. Billeting will be:

(a) By assignment as directed by this Headquarters.

(b) Quartering parties, as directed by unit commanders.

(2) Structures and areas for use by higher echelon. Subordinate organizations will be notified at the earliest practicable time as to billeting areas and structures required by this Headquarters and/or higher echelons. Such designated areas or structures will not be used by subordinate units except in cases of urgent military necessity. Annex EASY.

j. Personnel Records and Reports - Later.

(1) Task Organization. See Annex ABLE to OpPlan 1-50.

7. MISCELLANEOUS.

a. Surplus Equipment.

(1) Unit Commanders will:

(a) Authorize individuals to retain their locker-boxes for storing personal effects if the individual so desires.

(b) Provide individuals with naphthaline crystals.

(c) Insure that containers used are of sound construction and that each container is clearly marked to indicate the individuals name, rank, service serial number and unit designation.

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(d) Units in main camp deliver effects to building 16-I-7. Units in Camp Del Mar, deliver effects to building 21-S-8. Deliveries as appropriate will be made prior to departure of Brigade from Camp Pendleton.

(2) The Shipping and Receiving Section, Supply Company, 1st Combat Service Group will:

(a) Arrange for receiving personal effects delivered to the buildings designated in 2 a (4) above commencing 0800 on 9 July and continuing through 1700 on 13 July.

(3) Other personal property is the responsibility of the individual.

b. Uniform and equipment for embarkation.

(1) Officers - Utility, field marching pack, helmet, w/camouflage cover, normal arms, leggings, sleeping bag.

(2) Enlisted - Utility, field marching pack, helmet, w/camouflage cover, normal arms, leggings, sleeping bags.

Camouflage cover green side out.

c. Uniform and equipment for debarkation - Later.

d. Baggage.

(1) Officers:

Field Officers - Two (2) foot lockers, one (1) clothing roll or equivalent. Others, one (1) foot locker, one (1) clothing roll or equivalent.

(2) Enlisted:

Staff NCO's - One (1) foot locker, one (1) seabag. All others, one (1) seabag.

e. Palletization.

Mounting Out

(1) Class I.....	60%
(2) Class II.....	30%
(3) Class III.....	None
(4) Class IV.....	75% less vehicles
(5) Class V.....	100%

f. Serials.

(1) There will be no serials in unloading.

g. Other administrative details later.

h. Logistic Support for Reinforcing Air Units.

(1) Logistic support of reinforcing air elements will be their own responsibility.

i. Camouflage supplies.

(1) "A" Company, 1st Engineer Battalion will furnish technical advice on camouflage matters of an unusual or complicated nature.

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(2) Supplies of camouflage materials can be drawn from the Brigade Engineer Stock Account through normal supply channels.

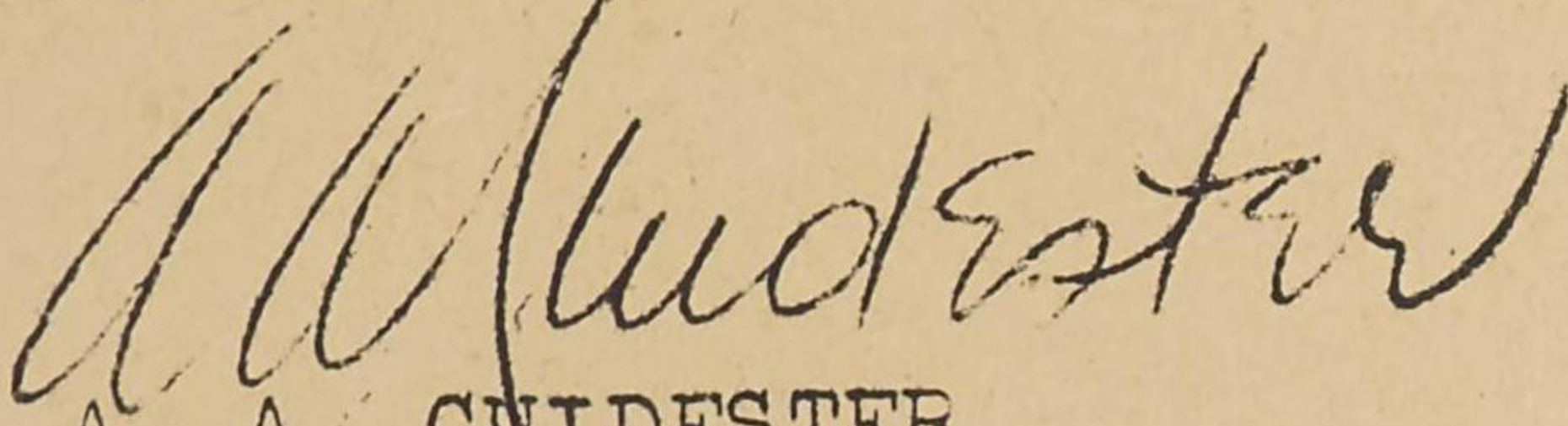
BY COMMAND OF BRIGADIER GENERAL CRAIG

E. W. SNEDEKER
Colonel, U. S. Marine Corps
Chief of Staff

ANNEXES: ABLE - Resupply Plan
BAKER - Medical Plan
CHARLIE - Omitted.
DOG - Shore Party Plan
EASY - Civil Affairs Plan
FOX - Vehicle List
GEORGE - Omitted.
HOW - Instructions for troops
ITEM - Camouflage Plan
JIG - Motor Transport Plan
KING - Ordnance Plan
LOVE - Individual supplies and equipment list

DISTRIBUTION: Same as OpPlan 1-50

O-F-F-I-C-I-A-L:



A. A. CHIDESTER
LtCol., U. S. Marine Corps
Asst C of S, G-4

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1st Provisional Marine Brigade (Reinf)
Camp Pendleton, California
1600, 7 July, 1950

Annex BAKER to Administrative Plan 1-50

MEDICAL PLAN

I. Task Organization

1. Brigade Troops

(a) Co "B", 1st Medical Battalion, (Reinf) less Collecting Platoon.

2. Fifth Marines

(a) Organic Medical Sections.

(b) Clearing Platoon Co "B", 1st Medical Battalion.

II Mission: Employment of medical troops and evacuation of casualties in accordance S.O.P. Medical, 4-7.

III. Supply and Equipment.

(a) Initial plus thirty (30) days mounting out.

(b) Thirty (30) day automatic 1st re-supply in accordance with Annex ABLE.

IV. Sanitation and Preventive Medicine.

(a) Routine inoculations plus Cholera and Typhus will be carried out immediately.

(b) Only water taken ashore will be used until water points are established and inspected by a member of the medical department. All water will be chlorinated before use and all personnel will be instructed in the Chlorination of water in individual canteens.

(c) Only canned rations will be utilized until proper facilities are available for the serving of prepared rations.

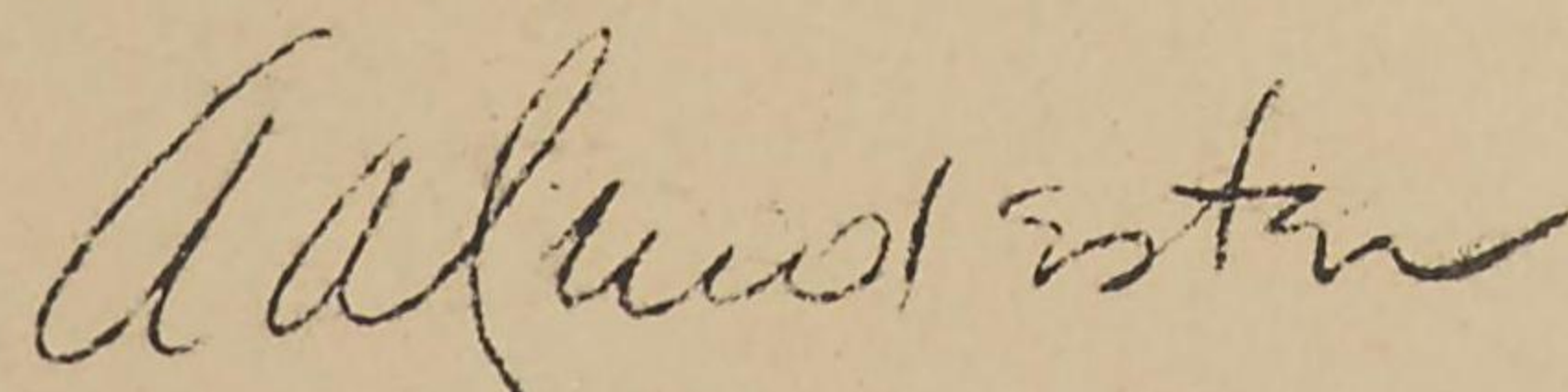
(d) Routine sanitary measures and individual protective measures will be enforced at all times. Fogging of the Brigade zone of action with DDT fog will be done by the Mecon control section of Co "B", 1st Medical Battalion when the tactical situation permits.

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U.S. Marine Corps
Chief of Staff

DISTRIBUTION: Same as OpPlan 1-50

O-F-F-I-C-I-A-L:



A. A. CHIDESTER
LtCol., U.S. Marine Corps
AC of S, G-4

Annex BAKER to AdPlan 1-50 RESTRICTED

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1. a. See Annex BAKER, to 1st Provisional Marine Brigade (Rein) OpPlan 1-50.

b. See 1st Provisional Marine Brigade (Rein) OpPlan 1-50

2. a. Brigade Shore Party be prepared to land on order in an amphibious assault; participate in an air transported landing, or a landing at a friendly port of debarkation, and provide logistical support to the brigade by performing the following functions:

- (1) Unload brigade supplies, segregate and place in dumps.
- (2) Maintain a continuous record of supplies, vehicles, and personnel landed.
- (3) Remove obstacles in the unloading area.
- (4) Provide local security in the unloading area.
- (5) Construct necessary roads in the unloading area and provide traffic control.
- (6) Initially, evacuate POW's and casualties to designated ships.
- (7) Assist in the unloading of vehicles and troops and their subsequent movement from the unloading area.
- (8) Maintain liaison with the senior troop commander ashore, and appropriate naval echelons afloat.
- (9) Issue supplies to units ashore until brigade service units assume control of dumps.
- (10) Control Stragglers in the unloading area.

b. Brigade Shore Party be prepared to perform the following secondary missions:

- (1) Perform engineer tasks within capabilities.
- (2) Unload resupply shipping.
- (3) Provide infantry replacements or operate as an infantry unit.

3. a. Shore Party Team #1

Land on order at designated area and provide logistical support for the 1st Battalion, 5th Marines.

b. Shore Party Team #2

Land on order at designated area and be prepared to furnish logistical support for the 2nd Battalion, 5th Marines. Be prepared to assist either Shore Party Team #1 or # 3.

c. Shore Party Team #3

Land on order at designated area and provide logistical support for the 3rd Battalion, 5th Marines.

- (1) Be prepared for consolidation of brigade unloading as soon as tactical situation permits.

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(2) Appropriate Naval Beach Group 1 attachments will be effected later.

(3) Provide local security of unloading area and supplies.

(4) Be prepared to unload a large amount of palletized cargo.

(5) Unloading to be continued during FLASH RED, except when enemy planes are in immediate area.

(6) Terrain will be used to best advantage in location of supply dumps.

(7) There will be no floating dumps.

4. a. Shore Party Status of Supply Reports every two hours initially.
5. CP's afloat.

Brigade Shore Party	APA 27
Shore Party Team #1	APA 45
Shore Party Team #2	APA 27
Shore Party Team #3	APA 222

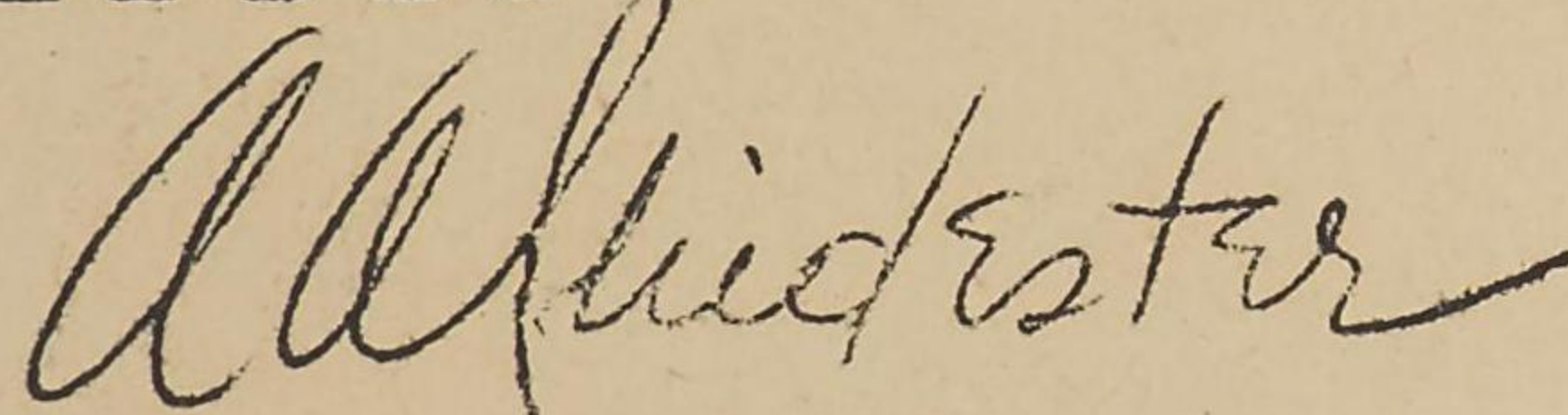
Ashore - Later

BY COMMAND OF BRIGADIER GENERAL CRAIG

E. W. SNEDEKER
Colonel, U. S. Marine Corps
Chief of Staff

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Lt. Col., U. S. Marine Corps
Asst C of S, G-4

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1st Provisional Marine Brigade
Camp Pendleton, California
CSO, 4 July, 1950

Annex EASY to Administrative Plan 1-50

CIVIL AFFAIRS

Maps, Charts and Photos: Same as AdmPlan 1-50

1. a. Control of civilians may become a serious problem if such problems are not anticipated and plans made.

Annex BAKER Intelligence to OpnPlan 1-50.

b. Opn Plan 1-50. A Civil Affairs Section may be established if directed by higher authority. If a Civil Affairs section is not organized the G-1 Section will have cognizance of a provisional CA Section.

2. The Provisional CA Section will support operations of the 1st MarBrig in its zone of action by preventing civilian interference with military operations and relieving combat troops from civilian administration.

3. Provisional CA Section will establish on order a civilian collecting station at points to be designated. Initiate civilian control in Brigade zone of action.

(1) Evacuation

- (a) RCT to Shore Party initially; to Brigade collecting point when announced
- (b) 1st MarBrig to higher authority concentration area when established and as directed.
- (c) Report large concentrations of civilians interfering with operations by dispatch.
- (d) Nationals will be segregated and conducted to higher authority concentration area for repatriation as soon as such concentration area is announced.

(2) Labor

- (a) Requisitions for civilian labor will be coordinated by this Headquarters for submission to higher authority. No civilian labor will be assigned unless so requisitioned.
- (b) Payment of labor in accordance with "Theater Wage Guide" to be issued.
- (c) Using units arrange for supervisor, guards, transportation, and food.

(3) Public Safety

- (a) After screening, Civil Affairs Sec provide local police, medical, and defense personnel with ID cards and orange arms bands. Such personnel will be permitted to perform duties stated on ID card.
- (b) MSR's will be kept clear of civilians.
- (c) Street curfew will be enforced after sunset except for personnel with "after dark" noted on ID card.
- (d) Civilian travel prohibited except as authorized by MG authorities and for purpose of evacuation.
- (e) Civilian defense organizations will be used for protection of lives and property.

(4) Information Control.

- (a) Initially all information to civilians will be by proclamations posted in prominent places.
- (b) Proclamations will be provided by this Headquarters as furnished by higher authority.
- (c) Defacing of proclamations or possession thereof by unauthorized personnel is prohibited.
- (d) Radios, newspapers, and other means of communication will be seized on order, and operation prohibited until otherwise directed.
- (e) CA personnel will assist intelligence personnel in enforcing censorship and security regulations set forth in Annex Baker Intelligence to Opn Plan 1-50.

(5) Law and Order

- (a) This headquarters may establish provost courts as necessary for trial of civilian offenders.

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- (b) Higher Headquarters may establish Military Commissions for trial of civilian offenders; Brigade submit cases as necessary.
- (c) Civil courts will be suspended initially if ordered by higher authority.
- (d) Policies expressed in Naval Courts and Boards Appendix D will apply.
- (e) Black market activities will be reported to higher authority via this Headquarters for action.
- (f) Prices of civilian commodities as indicated in "Theater Price Guide", No individual trading with civilians is authorized.

(6) Money and Finance

- (a) Occupation currency will be only legal tender in objective areas.
- (b) Rate of exchange - to be announced.
- (c) Commanding Officers of troops are directed to arrange with Navy Disbursing Officers to exchange dollars in hands of troops for occupational dollars prior to debarkation. Maximum exchange per person: 15 DOLLARS.
- (d) Import or export of gold, silver, or other precious metals or stones is prohibited.
- (e) Financial institutions including exchanges of all types will be closed initially and their records and funds safeguarded.
- (f) No cash disbursements will be made to civilians. CA Sec handles all financial transactions with civilians and issue receipts for services and supplies. CA Sec record all individual receipts and transactions and turn over to agency as directed for settlement.
- (g) All money or securities captures, seized, or found will be turned in to this Headquarters.

(7) Civilian Supply

- (a) Brigade responsible initially for civilian supply, until relieved by higher authority.
- (b) CA Sec use local civilian supplies, food stores, and matured crops to maximum extent, coordinating with G-4 on supplies for tactical forces.
- (c) A civilian ration component may have been prepared and may be requisitioned and used to feed civilians.
- (d) Articles of value to military government in the objective areas will be safeguarded, particularly civilian food stocks, clothing, and medical supplies

(8) Public Health and Sanitation

- (a) CA Sec medical personnel responsible for all phases of public health and sanitation.
- (b) First aid as necessary and practicable provided by Brigade Surgeon.
- (c) Annex BAKER (Medical to Adm Plan 1-50).

(9) Reports

- (a) Civil Affairs Summary submitted by CA Sec Commander to this Headquarters to arrive not later than 1800

(b) Summary submitted in duplicate to cover period 1700 to 1700 daily.

(10) Miscellaneous

- (a) Policies expressed in FM 27-5 Military Government and Civilian Affairs and FM 27-10 rules of land warfare will apply.
- (b) Only public buildings will be used for troop installations. No private property will be requisitioned except on order of a military government officer. A file of all property so requisitioned will be maintained.
- (c) Only such reconstruction and rehabilitation of civilian installations will be attempted as is essential to the primary mission of the Brigade.
- (d) Senior Civil Affairs Officer of the Brigade is appointed Civilian Property Custodian and will assume control of all civilian property; submit all requisitions to him.

4. a. Location of CA Headquarters: Afloat - Later. Ashore - Later.

b. Annex KING (Signal Communication) to Opn Plan 1-50.

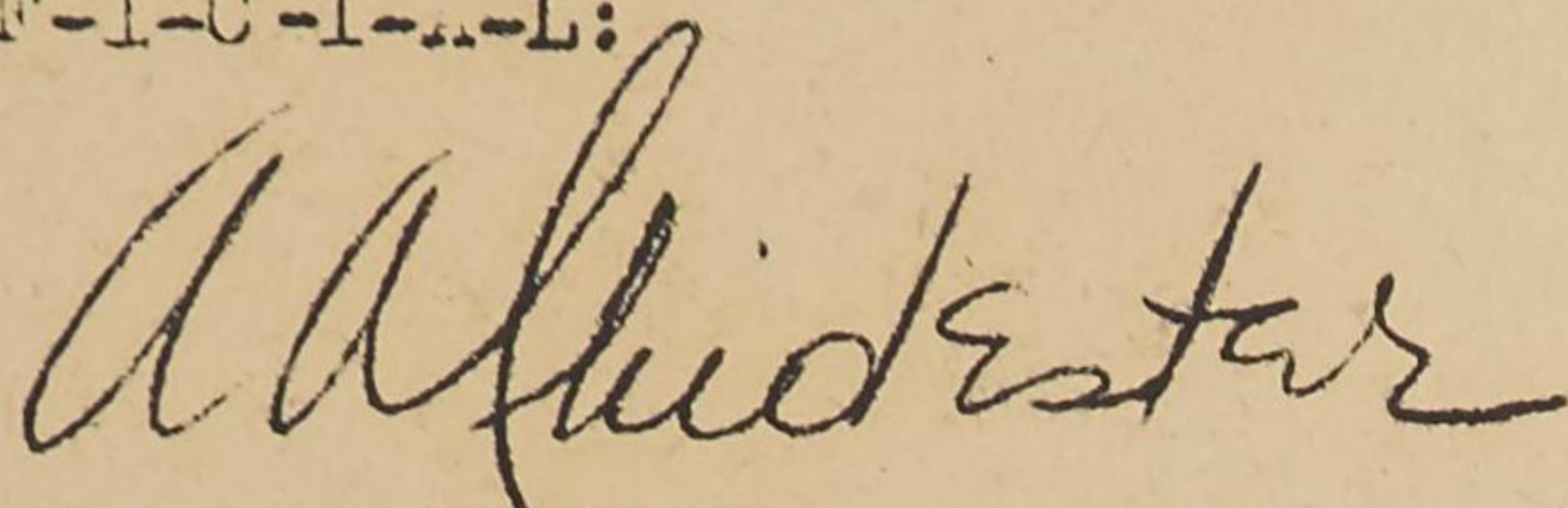
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BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U.S. Marine Corps
Chief of Staff

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A. A. CHIDESTER
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Annex EASY to AdnPlan 1-50

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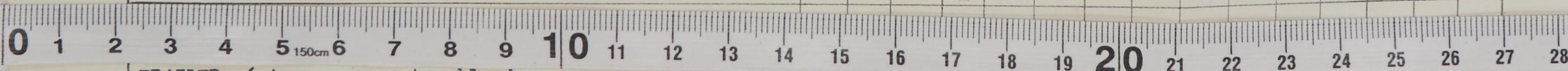
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1st Provisional Marine Brigade
Camp Pendleton, California
0800, 6 July, 1950

Vehicle List (Mounting Out)

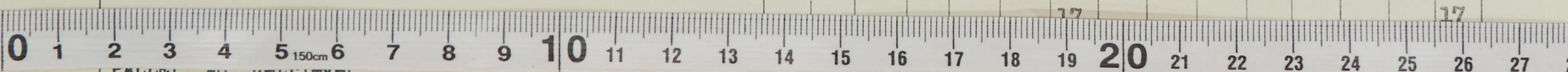
Annex FOX to Administrative Plan 1-50

	HEADQUARTERS BATTALION	1ST SIGNAL BATTALION	1ST SERVICE BATTALION	1ST MOTOR TRANSPORT BATTALION	1ST ORDNANCE BATTALION	1ST MEDICAL BATTALION	1ST TANK BATTALION	1ST SHORE PARTY BATTALION	1ST WEAPONS BATTALION	1ST ENGINEER BATTALION	11TH MARINES	5TH MARINES	1ST COMBAT SERVICE GROUP	1ST AMPHIBIAN TRACTOR COMPANY	TOTAL
AMBULANCE, 1/4 TON, 4x4					1	3					1	4			9
AMBULANCE, 3/4 TON, 4x4						2									2
STATION WAGON, 4x2	1														1
TRACTOR, hvy, TD-18, w/DDPCU & angledozer					1			4		3					8
TRACTOR, hvy, TD-18, w/DDPCU & 2-wheel crane (15-20 ton)										1c					1
TRACTOR, medium, TD-14, w/angledozer				12							4				16
TRACTOR, TD-14, w/H-K MC-2B crane			1					4					1		6
TRAILER, 1/4-ton, cargo	3	5	3	1		1			2		12	38		4	69
Trailer, 1-ton, cargo			2								16				18
TRAILER, 1-ton, greasing				1			1	1		1	1			4	9
TRAILER, 1-ton, hi-pressure cleaning unit				1							1			4	6
TRAILER, 1-ton, 2-wheel, stockroom														1	1
TRAILER, 1-ton, water, 300-gallon	2	1	2	13	1	1	2	2		2	10			2	38
TRAILER, 2-ton, 4-wheel, stockroom				2	1		1			1			1		6
TRAILER, 5-ton, 4-wheel, Machine shop #1				1											1



							1						4				1		6
TRAILER, 1/4-ton, cargo	3	5	3	1		1				2			12	38				4	69
Trailer, 1-ton, cargo			2										16						18
TRAILER, 1-ton, greasing						1		1	1		1	1						4	9
TRAILER, 1-ton, hi-pressure cleaning unit						1							1					4	6
TRAILER, 1-ton, 2-wheel, stockroom																		1	1
TRAILER, 1-ton, water, 300-gallon	2	1	2	13	1	1	2	2			2	10						2	38
TRAILER, 2-ton, 4-wheel, stockroom				2	1		1				1						1		6
TRAILER, 5-ton, 4-wheel, Machine shop #1				1															1
TRAILER, 25-ton, low bed, machinery											1								1
TRAILER, 6-ton, cargo, tracklaying				12															12
TRAILER, CHRYSLER, fire fighting																			
TRUCK, 1/4-ton, 4x4	6	10	3	2	2	1	4	3	5	2	18	42	1	4				103	
TRUCK, 1-1/2-ton, 6x6, cargo						2	1			1									4
TRUCK, 2-1/2-ton, 6x6 amphibian										1 (mat laying)								27	28
TRUCK, 2-1/2-ton, 6x6, cargo	2	3	4	22	5	1	6	1		1								2	47
TRUCK, 2-1/2-ton, 6x6, cargo, SWB (prime mover)												32							32
TRUCK, 2-1/2-ton, 6x6, dump								4		5									9
TRUCK, 2-1/2-ton, 6x6, tank, gas, 750-gallon																			
TRUCK, 2-1/2-ton, 6x6, fire fighting																			
TRUCK, 2-1/2-ton, 6x6, wrecking				1														1	2
TRUCK TRACTOR, 2-1/2-ton, 6x6, (or 4x2)										1									1
TRUCK, forklift, 3500#, gas/oper., pneu/tire																		3	3
TRUCK, forklift, 6000#, gas/oper., pneu/tire																		1	1
LAUNDRY UNIT, lightweight, 2/trailer, 125# per hour			2																2
GENERATOR, 9.4 KVA, trl mtd.																			
RADIO JEEPS		16						3		1		10	7					1	37
TANK REC. Vehicle, M-32-B-3								1											1
WELDER, trl, mtd						1		1	1									1	4
SHOWER unit, trl, mtd																			0
SHOP TRUCK, 2-1/2-ton, 6x6, GMC						3													3
TRAILER, K-52		2								1									3

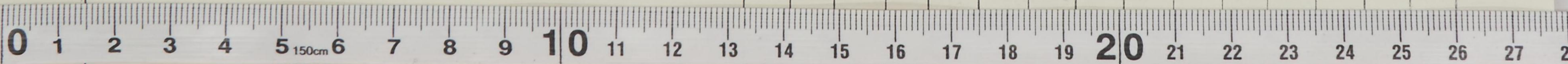
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TRUCK, forklift, 3500#, gas/oper., pneu/tire																					3	3													
TRUCK, forklift, 6000#, gas/oper., pneu/tire																					1	1													
LAUNDRY UNIT, lightweight, 2/trailer, 125# per hour																							2												
GENERATOR, 9.4 KVA, trl mtd.																																			
RADIO JEEPS																								16	3	1	10	7	1	37					
TANK REC. Vehicle, M-32-B-3																														1	1				
WELDER, trl, mtd																														1	4				
SHOWER unit, trl, mtd																															0				
SHOP TRUCK, 2-1/2-ton, 6x6, GMC																															3				
TRAILER, K-52																															2	1	3		
TANK, M26																																17	17		
PALLET, AB, Retriever																																1	1		
PALLET, B.C. Sp. Parts																																6	1	7	
LVT-A-5																																5	5		
LVT-(3) & (3)M																																49	49		
Cargo Carrier, M-29(C)																																10	10		
CRANE, Revol, 3/8 yd, tracked																																	1	1	
CRANE, truck mtd, 1/2 yd.																																	1	1	
COMPRESSOR AIR, 105 cu. ft.																																	1	1	2
TRAILER FLOODLIGHT																																	2	2	
DISTILLATION UNIT, 1500 gal/day																																	5	5	
WATER pur, unit																																	2	2	
GENERATOR, 37.5 KVA																																	2	2	
GRADER, Towed type																																	1	1	
SCRAPER, wagon type																																	1	1	
CRANE - 3/4 yd, tracked																																	1	1	
TRAILER - Reproduction																																	1	1	
TRAILER, Surgical Operations																																	1	1	
TRAILER, Decontaminating																																	1	1	

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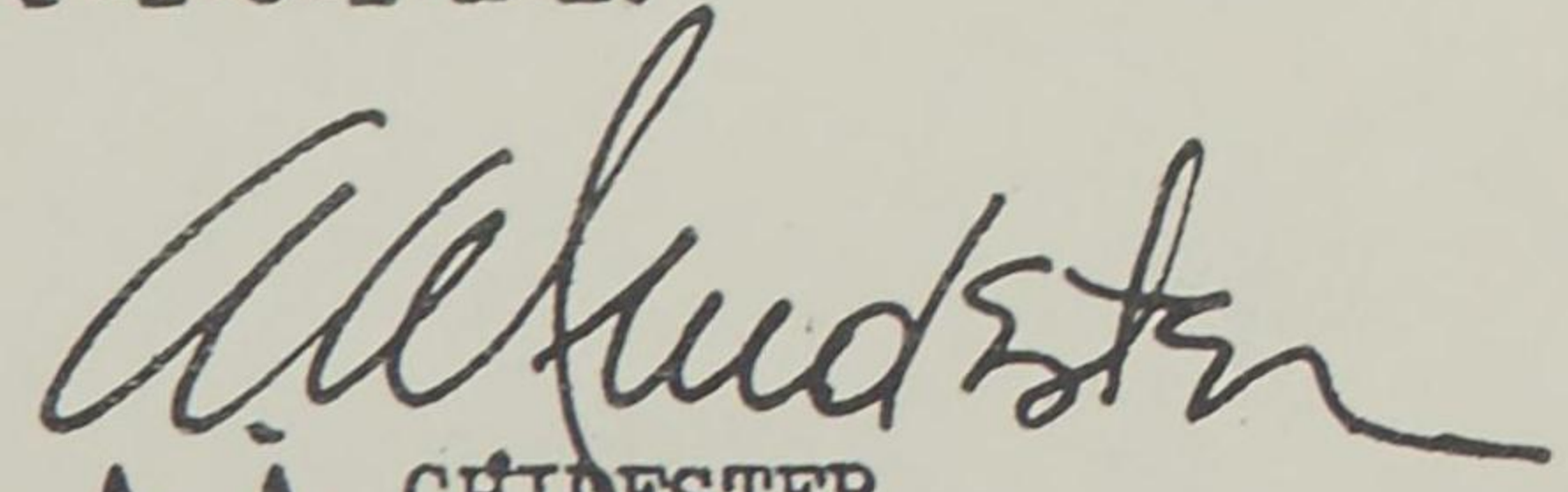


GENERATOR, 37.5 KVA											2					2
GRADER, Towed type											1					1
SCRAPER, wagon type											1					1
CRANE - 3/4 yd, tracked											1					1
TRAILER - Reproduction	1															1
TRAILER, Surgical Operations							1									1
TRAILER, Decontaminating			1													1
TOTAL	15	36	18	78	17	12	36	26	8	32	105	91	13	107	594	

BY COMMAND OF BRIGADIER GENERAL CRAIG

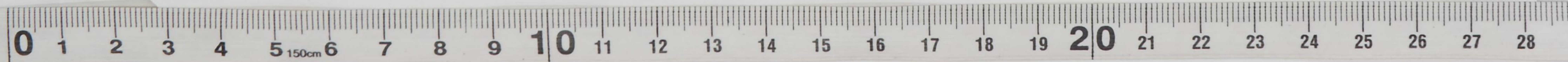
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Colonel, U.S. Marine Corps
Chief of Staff

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1st Provisional Marine Brigade
Camp Pendleton, California
0800, 6 July, 1950

Annex HOW to Administrative Plan 1-50

INSTRUCTIONS TO TROOPS

Maps, Charts, and Photos same as AdPlan 1-50

1. The following instructions to troops are to be read to all units of this command on two separate days while in route to the objective area and will be enforced in the objective area.

a. It is expressly forbidden to kill, injure, or mistreat any persons acting in good faith while endeavoring to surrender or after being taken into custody.

b. Civilians and prisoners of war will be treated with humanity and their persons and honor will be respected. Mistreatments will be severely and quickly punished. The clothing of captured civilians will not be removed except in cases of emergency, and then only for the purpose of searching, after which the person will be allowed to reclothe. Women and children will not be required to undress except under the most extraordinary conditions, and then only upon order of and in the presence of an officer.

c. All religious customs and taboos not interfering with military operations will be respected.

d. Churches, temples, and shrines will not be occupied except as military necessity during combat.

e. Dead bodies will not be mutilated.

f. No personal effects, property, or identification will be removed from any allied dead, nor will clothing or body be searched by any person except authorized graves registration personnel.

g. All native and enemy villages, buildings, factories, and homes are declared off limits except for actual tactical purposes during combat or except to authorized Intelligence personnel. This is applicable to deserted or occupied areas.

h. Looting and pillaging are strictly forbidden.

i. For the purpose of preventing looting and robbery, and to avoid disruption of civilian economic life, all personal transactions of any nature between service personnel and civilians are strictly forbidden. Any person found in possession of articles which are obviously the former property of civilians, or which can be proved to have been the former property of civilians will be presumed to be a looter.

j. Civilian houses, other civilian property, and enemy property, including public utilities, power plants, and water works, will not be damaged unnecessarily.

k. Personal property of civilians susceptible of military use, such as arms, cameras, explosives, and the like, will be taken only upon the order of an officer and a receipt given therefore. It will be remembered that civilians who fight with the enemy lose their civilian status.

l. Subject to examination and approval by duly designated officers, the following types of captured items may be retained as sou-

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venirs; awards, knives, decorations, articles of uniform, and currency not to exceed 25 dollars for any one man. Occupation currency may be retained in amounts not to exceed 10 notes for any one man. Rifles, pistols, carbines or conventional design may be retained as souvenirs unless required to fill quotas requested for training purposes.

m. The location of public buildings, property, and records will be reported and they will be safeguarded until seizure by authorized personnel.

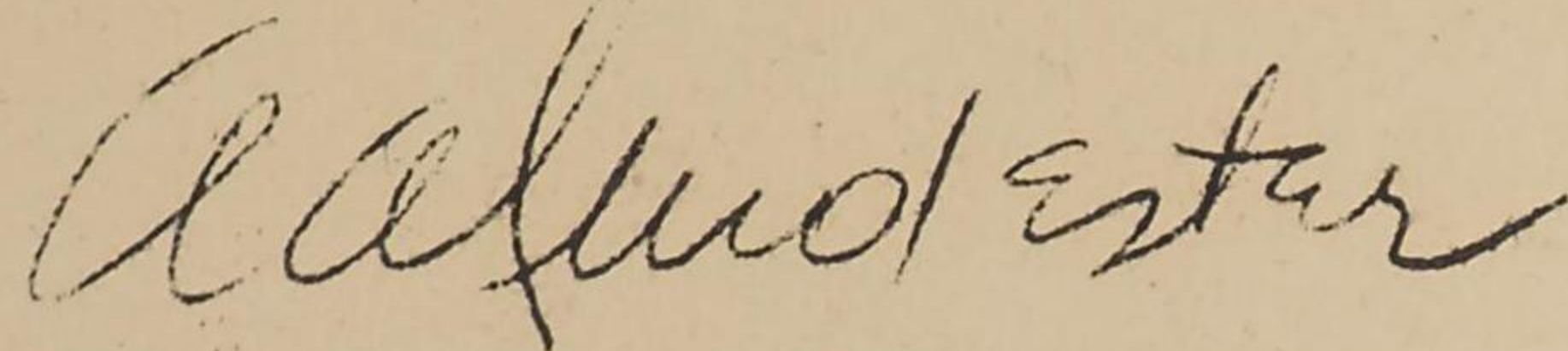
n. All troops will so conduct themselves under any and all circumstances so that no dishonor or stigma will be reflected on this force through the actions of any member of the command.

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U.S. Marine Corps
Chief of Staff

DISTRIBUTION: Same as OpPlan 1-50

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LtCol., U.S. Marine Corps
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1st Provisional Marine Brigade (Reinf)
Camp Pendleton, California
1600, 7 July, 1950

Annex ITEM to Administrative Plan 1-50

CAMOUFLAGE PLAN

Refs: (a) FM 5-20 (g) FM 5-20F
(b) FM 5-20A (h) FM 5-20G
(c) FM 5-20B (i) FM 5-20H
(d) FM 5-20C (j) TM 5-267 supplements 1 to 7
(e) FM 5-20D (k) Table of Allowances Vol. 1
(f) FM 5-20E

1. a. This annex supplements the information contained in the above reference.

b. This plan is applicable to an area where a large majority of the land is covered with mixed forests and grasslands with treeless, grass clad hills throughout the area. Forests consist of pine, fir, spruce, oak, and birch trees. Barron areas are found various places throughout the area mainly along rivers and streams. These areas are not of large extent.

2. The information contained in this annex sets forth special camouflage instructions currently applicable to the 1st ProvMarBrig (Rein).

3. (a) Natural materials.

(1) All possible use should be made of natural materials, whenever possible, in order to have infra-red protection, the correct texture, and the correct color scheme. See refs (a) and (i) for techniques.

(2) Special attention should be directed to tracks caused by individuals and vehicles. All personnel should be instructed in methods of avoiding and eliminating tracks, see reference (c)

(b) Artificial materials.

(1) Nets. Only large mesh nets (fishnets) will be used. For correct sizes and usage consult refs (a), (i), and (k).

(2) Garnish. Either osnaburg or burlap should be used. Fabric (paper) is to be used only if other types are unavailable. For further information consult ref, (i).

(3) Application. The "U" pattern, the greek, key, or a combination of both are correct for the area. For mechanics of garnishing see ref. (a).

(4) Erection. Drapes will be used as much as possible. Flat-tops should be used only when necessary. For mechanics of erection see ref. (a).

(5) Coverage. Flat-tops should have an 80% coverage in the center diminishing to 10% at the edge. Drapes should have an 80% coverage in the center diminishing to 50% at the edges.

(6) Paint. Paint having infra-red properties should be used only for purposes of camouflage. For methods of adding infra-red properties see ref.

(i).

(7) Color Scheme.

a. Nets should be pre-garnished with colors listed.

b. Colors listed represent the general color scheme of the area; minor adjustments will often be necessary.

c. The summer season is from 15 March to 15 November. (June to September has heavy rains; September, October, and November has light rains).

d. The winter season is from 15 November to 15 March.

e. Colors are as follows:

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RESTRICTEDSUMMER

75% dark green
15% light green
10% field drab.

(note: as the summer progresses the amount of green will diminish; browns and light browns will replace it.)

WINTER

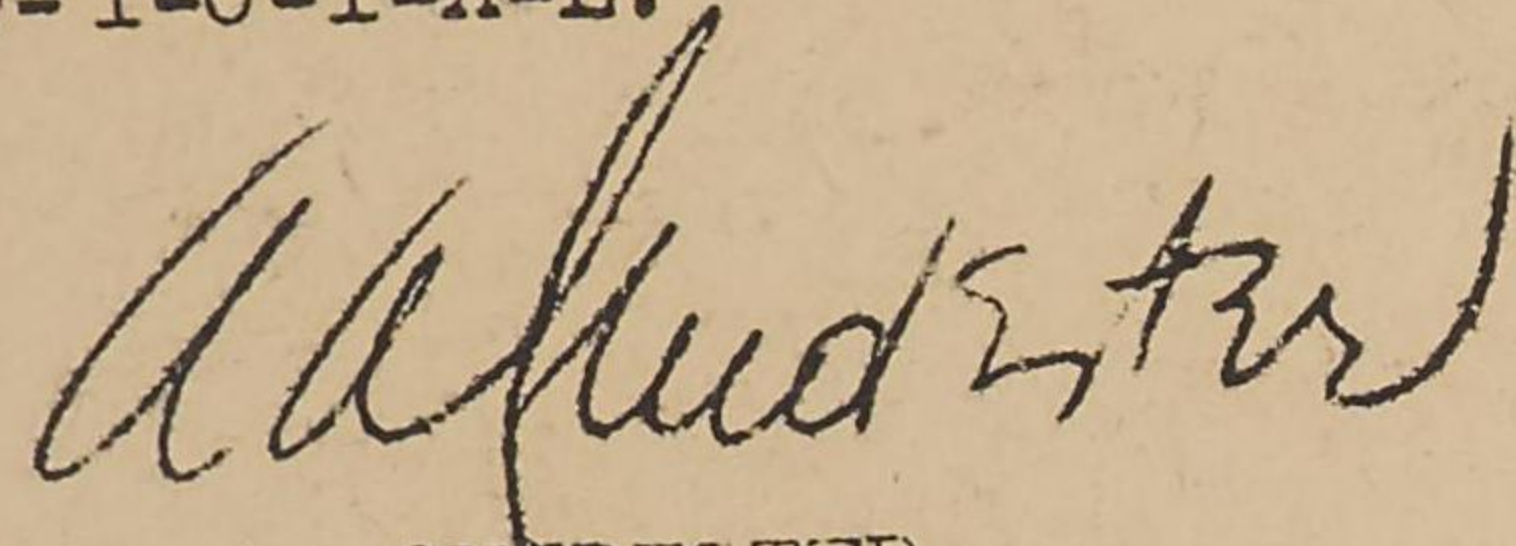
(To be announced later).

BY COMMAND OF BRIGADIER GENERAL CRAIG:

L. W. SNEDEKER
Colonel, U.S. Marine Corps
Chief of Staff

DISTRIBUTION: Same as Opn Plan 1-50

O-F-F-I-C-I-A-L:



A. A. CHIDESTER
LtCol., U.S. Marine Corps
AC of S, G-4

Annex ITEM to AdPlan 1-50

i-2

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1st Provisional Marine Brigade (Reinf)
Camp Pendleton, California
1600, 7 July, 1950

Annex JIG to Administrative Plan 1-50

MOTOR TRANSPORT

1. MISSION.

a. The mission of Motor Transport Company Headquarters and Service Battalion is to facilitate rapid movement of troops, and provide logistic support to troops as required.

2. MISSIONS FOR PRINCIPAL SUBORDINATE UNITS.

a. The Motor Transport Company will be assigned for the landing and assault phase as follows:

(1) Detachment Motor Transport Company, Headquarters and Service Battalion
Brigade troops.

(2) Co "A", Motor Transport Company, Support of RCT-5.

b. Motor Transport Company will revert to Brigade on order.

c. The CP Detachment, Motor Transport Company will be embarked in ship to be announced later.

d. The tentative location of the initial Motor Transport Company bivouac area will be issued later.

e. Upon establishment ashore the Motor Transport Company will be responsible for the field maintenance of all motor transport equipment in the Brigade.

f. The Motor Transport Company will be responsible for the evacuation of any motor transport equipment damaged or destroyed.

3. MISSION OF OTHER UNITS.

a. The organic motor transport equipment of all units in the 1st Marine Brigade except the Motor Transport Company will be landed with, and utilized by the respective organizations as organic gear.

b. Motor Transport equipment of detachments assigned to the Brigade Shore Party will remain under SP control until the detachment to whom vehicles belong revert to control of parent unit, at which time vehicles will likewise revert.

c. Upon arrival ashore of the 1st Marine Brigade Headquarters, a Brigade Dispatcher will be established, to whom transportation requirements will be submitted which are beyond the capabilities of requiring units.

d. The organic transportation of all units will be subject to call for assisting in logistic support of Brigade and attached units.

4. ADMINISTRATIVE MATTERS.

a. All motor transport equipment will be embarked with:

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- (1) Gas tanks 3/4 full.
- (2) Crankcase and radiator full.
- (3) All tires w/spare, checked for air pressure.
- (4) Set tire chains for rear wheels.
- (5) All OVM equipment.
- (6) All vehicles will carry 5 gal expeditionary can of gasoline.
- (7) One half of the trucks, 1½-ton, 6x6, and 2½-ton, 6x6, cargo will carry in addition to gasoline, 5-gals of oil, the other half will carry 5 gals of water for vehicles.

b. Reports required on motor transport equipment included in Unit report.

c. Requests for field maintenance on motor transport equipment will be forwarded to the Brigade Motor Transport Officer, stating scope of work required and location of vehicles.

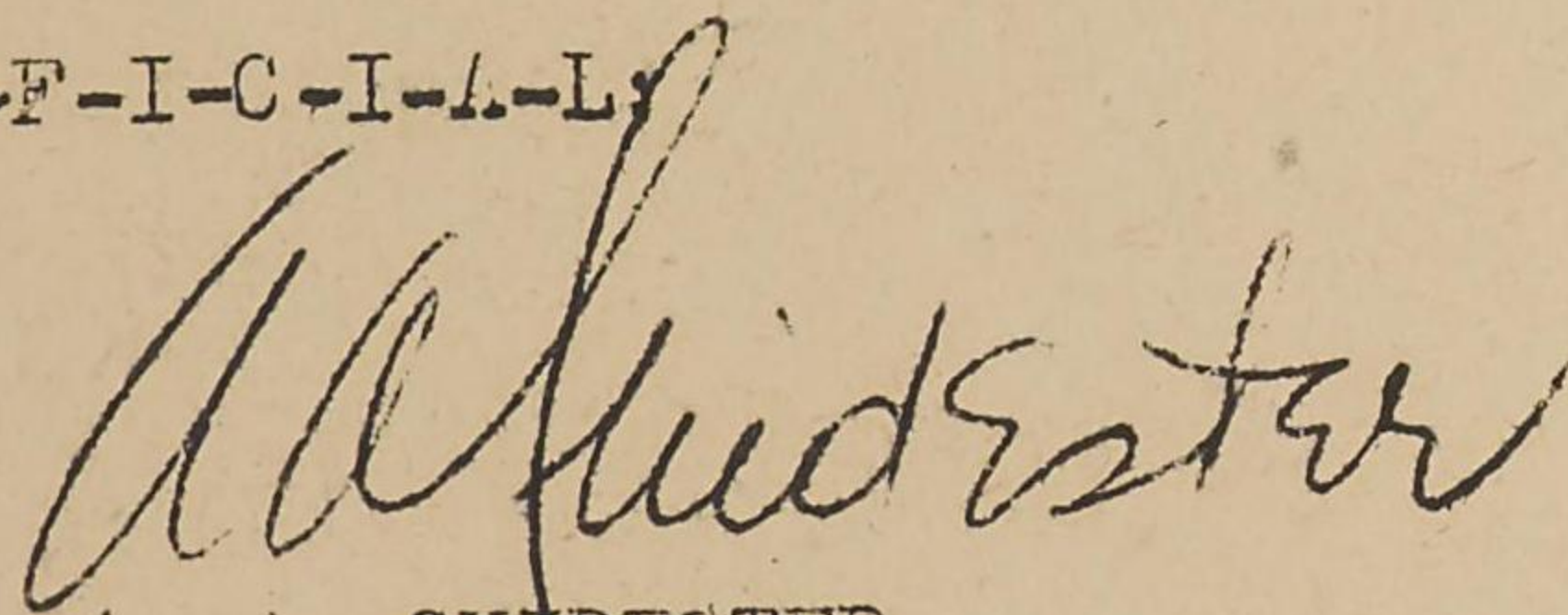
- (1) Contact parties will repair vehicles in the field where practical.
- (2) Otherwise, will be towed by Detachment MTBn to MT maintenance area.
- (3) Vehicles will be replaced where justification and requirement exists.

BY COMMAND OF BRIGADIER GENERAL CRAIG:

E. W. SNEDEKER
Colonel, U.S. Marine Corps
Chief of Staff

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Annex JIG to AdnPlan 1-50

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1st Provisional Marine Brigade (Reinf)
Camp Pendleton
1600, 7 July, 1950

Appendix 1 to Annex JIG to Administrative Plan 1-50

TRAFFIC CONTROL PLAN

1. For Proposed Traffic flow plan and routes to dumps, see Administrative overlay which is to be issued later.
2. If tactical situation disrupts proposed traffic flow plan, MP Detachment will furnish additional men to direct traffic.
3. All roads are expected to be passable except in inclement weather. Portions of roads which are unsafe or require special caution will be marked by Military Police Detachment.
4. Traffic Control signs will be posted by Military Police Detachment intersections, detours, and for one way traffic.
5. During hours of darkness, Military Police Detachment will suggest force as necessary to facilitate black-out driving.
6. Traffic control points will be indicated by an MP.
7. Military Police Detachment will furnish a jeep patrol for 24-hour duty on all roads in use.
8. Accidents will be reported by drivers on Form 91 except in case of death or serious injury in which case Military Police Detachment will be notified.

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Appendix 1 to Annex JIG to AdmPlan 1-50

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Camp Pendleton, California
1600, 7 July, 1950

Annex KING to Administrative Plan 1-50

ORDNANCE PLAN

1. MAINTENANCE

a. All units will perform organizational ordnance maintenance within their capabilities.

b. Ordnance Field Maintenance will be performed by the Artillery Bn, Tank, and Amphibian Tractor Company, to the limits of their capabilities. Ordnance field maintenance beyond the scope of the units will be performed by the Ordnance Detachment.

c. Requests for ordnance field maintenance will be made by units to the Brigade Ordnance Officer. Contact parties from the Ordnance Detachment will be dispatched to perform the field maintenance required.

(1) Emergency requests may be made direct to the Hq&Serv Bn.

(2) Weapons requiring field maintenance beyond the capabilities of the Ordnance Detachment and weapons requiring base maintenance will be shipped to cognizant maintenance agencies.

2. SUPPLY (class II).

a. Requisitions for Ordnance supplies will be submitted to the Hq&Serv Bn, via the Brigade Supply Officer.

b. The Hq&Serv Bn will mount out initial 30 days replenishment (WIGY) spare parts.

3. SUPPLY (Class V) (Ammunition).

a. All units will initially carry the basic load.

4. REPORTS AND FORMS.

a. Form for requisitioning ammunition.

(1) Emergency requests for ammo to Brigade Ordnance Officer by quickest available means.

(2) Routine requisition WDAGO form No. 581 (Revised) will be used by using organizations requisitioning ammunition.

b. Reports.

(1) Reports are for the purpose of:

(a) Informing the Commander of the status of ammunition on hand.

(b) Providing a basis for higher echelon for the allocation of ammunition of ammunition to our credit at higher echelon ASP's.

(2) Ammunition Situation Report, WDAGO Form No. 680 will be used by unit and Brigade ammunition dumps. This form will be prepared in quadruplicate. Unit and Brigade Ammunition Supply Point will submit the original and two copies of the report daily as of 1800. The report will be submitted to the Brigade Ordnance Officer by 2100.

GHQ, FEC-SCAP
AG RECORDS
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5. RECLAMATION AND SALVAGE.

a. All captured ordnance material will be reported to G-2, for Intelligence evaluation. The Ordnance Detachment will receive ordnance material from G-2 for reclamation if repair is economical or necessary.

b. All salvaged and reclaimed friendly ordnance material will be received by the Ordnance Detachment for repair.

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AG RECORDS COPY
DATE 17 July 50
Action: G-3 (3042)
Info: _____
By: Ans Per: LB

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1st Provisional Marine Brigade (Reinf)
Camp Pendleton, California
1600, 7 July, 1950

Annex LOVE to Administrative Plan 1-50

1. The following items of individual and organizational clothing and equipment are the minimum to be carried by personnel embarked .

<u>ITEM OF CLOTHING AND EQUIPMENT</u>	<u>MINIMUM REQUIREMENT</u>
BAG, clothing, ea	1
BAG, uniform, large, ea.....	1
BAG, uniform, small, ea.....	1
BELT, web, trouser, w/o buckle, ea.....	2
BUCKLE, Metal, trouser, belt, ea.....	1
CAP, garrison, summer, ea.....	2
CAP, garrison, winter, ea.....	1
CAP, utility, ea.....	2
COAT, utility, ea.....	2
DRAWERS, cotton, pr.....	5
GLOVES, leather, lined, dress, pr.....	1
JACKET, Summer khaki, ea.....	1
JACKET, service, wool, green, ea.....	1
NECKTIE, service, ea.....	3
ORNAMENT, collar, bronze, left only.....	1
ORNAMENT, collar, bronze, pr.....	1
SHIRTS, cotton, khaki, ea.....	4
SHIRTS, flannel, khaki, ea.....	2
SHOES, field, pr.....	2
SHOES, low quarter, pr.....	1
SOCKS, wool, cushion sole, pr.....	9
SOCKS, woolen, lt.wt., dark brown, pr.....	2
TROUSERS, service, wool, green, pr.....	4
TROUSERS, service, khaki, pr.....	4
TROUSERS, utility, pr.....	2
UNDERSHIRT, cotton, ea.....	5
RAZOR, w/blades	
SOAP BOX, w/soap	
TOOTHBRUSH, w/case	
COMB	
SOAP, shaving, w/brush	
TOOTHPASTE	
MIRROR	
HANDKERCHIEFS	
SHOESTRINGS	
LEGGING LACES	
TOWEL	
SEWING KIT	
TAGS, Identification	

Individual arms and equipment, as proscribed

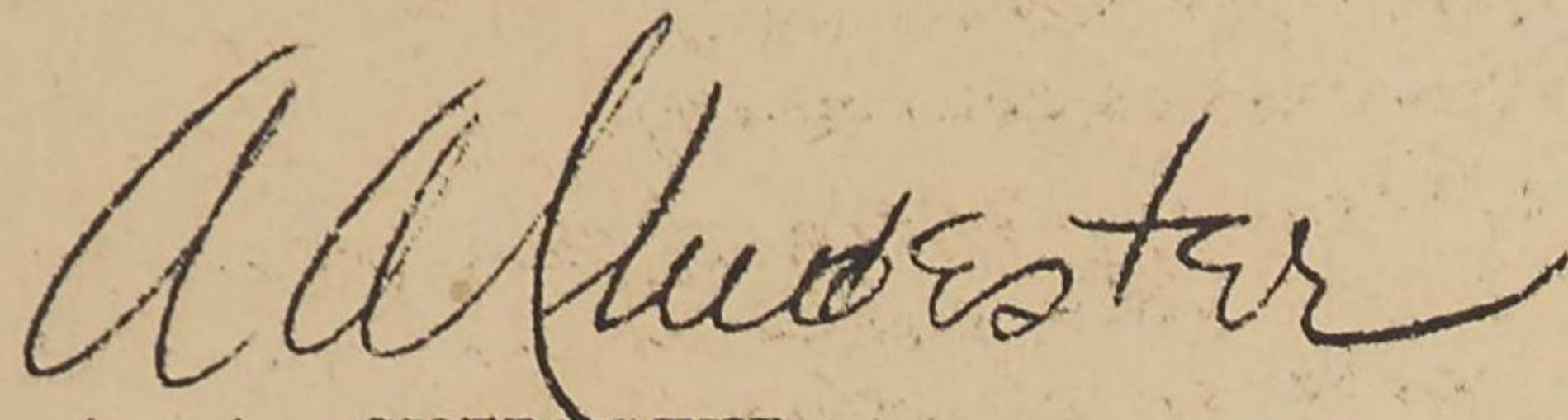
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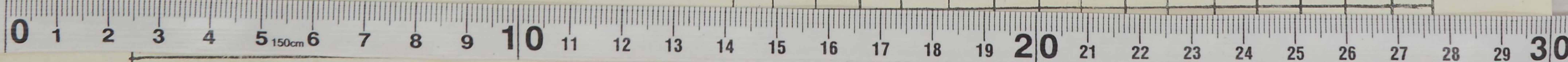
1st Provisional Marine Brigade (Rein)
 Camp Pendleton, California
 1600, 7 July, 1950

Armament Summary

Appendix 1 to Annex KING to AdPlan 1-50

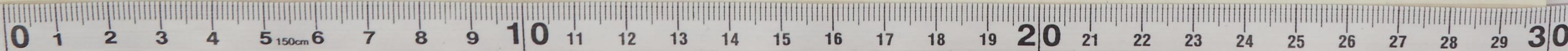
	HEADQUARTERS BATTALION	1ST SERVICE BATTALION	1ST SIGNAL BATTALION	1ST MOTOR TRANSPORT BATTALION	1ST ORDNANCE BATTALION	1ST MEDICAL BATTALION	1ST TANK BATTALION	1ST SHORE PARTY BATTALION	1ST WEAPONS BATTALION	1ST ENGINEER BATTALION	11TH MARINES	5TH MARINES	1ST COMBAT SERVICE GROUP	1ST AMPHIBIAN TRACTOR COMPANY	AMPHIBIAN TRUCK PLATOON	TOTAL
CARBINE, Cal..30, M1	77	77	126	46	39	85	25	69	108	64	387	746	66	16	62	1993
DEMOLITION, equipment, engineer, squad, set										4						4
DEMOLITION, kit, individual								3		8	3	24				38
FLAME THROWER, portable, M2-2												12				12
GUN, machine, cal..30, M1917A1												36				36
GUN, machine, cal..30, M1919A4 (Ground)				2			6	8	6	10	14	36				82
GUN, machine, cal..30, M4's, (For vehicles)	5	6	3	1	1	1		1		1	5	30	1	1	1	57
GUN, machine, cal..30, M4's, (For tanks)							69							104		173
GUN, machine, cal..50, M2, HB, (Ground)										4						4
GUN, machine, cal..50, M2, HB, (For vehicles)	6	9	3	5	1	1	2			1	10		1	1	1	41
GUN, machine, cal..50, M2, HB, (For tanks)							18							44		62
GUN, submachine, cal..45, M1							18							5		23
GUN, 90mm, M3							17									17
HOWITZER, 75mm, M3														5		5
HOWITZER, 105mm, M2A1											12					12
LAUNCHER, grenade, M7 or M7A1	13	12	1	4	11	2	3	11	5	17	11	125	5	7	1	228
LAUNCHER, grenade, M8	4	4	6	2	2	4	1	4	6	3	19	37	3	1	3	99

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GUN, machine, cal..50, M2, HB, (For vehicles)	6	9	3	5	1	1	2			1	10		1	1	1	41
GUN, machine, cal..50, M2, HB, (For tanks)							18						44			62
GUN, submachine, cal..45, M1							18						5			23
GUN, 90mm, M3							17									17
HOWITZER, 75mm, M3													5			5
HOWITZER, 105mm, M2A1											12					12
LAUNCHER, grenade, M7 or M7A1	13	12	1	4	11	2	3	11	5	17	11	125	5	7	1	228
LAUNCHER, grenade, M8	4	4	6	2	2	4	1	4	6	3	19	37	3	1	3	99
LAUNCHER, rocket, 2.36"	6						5		4	6	30	36				87
LAUNCHER, rocket, 3.5"	6						5		4	6	30	36				87 114
MORTAR, 60mm, M19												18				18
MORTAR, 81mm, M1							1					12				13
MORTAR, 4.2"									8							8
PISTOL, automatic, cal..45	43		68		1	1	97	9	63	11	70	30	1	173		567
RIFLE, automatic, cal..30, BAR								9			21	162				192
RIFLE, U. S. Cal..30, M1	100	50	16	34	84	17	26	93	41	138	91	1000	41	55	12	1798
RIFLE, recoilless, 75mm									8							8
SHOTGUN, 12 gauge, riot type	4															4
LVT(3), w/SCR-508														7		7
LVT(3), w/SCR-528														35		35
LVT(3), w/SCR-528, 2TCS, 12V														2		2
LVT(A) (5), w/AN-VRC-3, SCR-528														5		5
TANK, M26										17						17
VEHICLE, Tank Recovery, M32B3										1						1
PALLET A.B. retriever													1	1		2

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SHOTGUN, 12 gauge, riot type											4												4		
LVT(3), w/SCR-508																							7	7	
LVT(3), w/SCR-528																							35	35	
LVT(3), w/SCR-528, 2TCS, 12V																							2	2	
LVT(A) (5), w/AN-VRC-3, SCR-528																							5	5	
TANK, M26																							17	17	
VEHICLE, Tank Recovery, M32B3																							1	1	
PALLET A.B. retriever																							1	1	2

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