

## PLANNING AND LOGISTICS

Compiled and Published

by

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## AMPHIBIOUS OPERATIONS

- PLANNING -

### I. GENERAL

Planning of amphibious operations may be logically divided into two phases; tactical and logistical. Necessarily, both phases must be planned simultaneously but it is desirable to place those phases under the control of two separate staff sections or officers. One group should concern itself with G-4 and supply logistics, the other with G-3 and tactics which will include tactical loading. Normally, personnel of an Amphibian Tractor Bn. will not be concerned in the loading of bulk cargo with the possible exception of administrative movements. This document, therefore, will discuss the planning of amphibious operations in the light of these phases.

### II. STAGING

Staging begins with the receipt of the administrative warning order or TRX orders for movement to a staging area. If at all possible at this time, an officer should be dispatched by air or earlier shipping as advanced agent for the unit. This officer should upon arrival accomplish the following:

- a) Contact G-3 for a general orientation of the impending operation.
- b) Arrange thru G-3 or the Division Billeting Officer for a suitable bivouac location.
- c) Contact G-4 for SOP on supply in the staging area.
- d) Tentatively plan the arrangement of the bivouac area so that upon arrival, the unit can move into preassigned position.
- e) Arrange to meet the unit on the beach.

If the above procedure is impractical, one of two other courses lie open.

a) Pray that a representative of the Division Billeting Officer will meet you on the beach and guide your unit to a suitable area.

b) Move your unit clear of the beach area and hold it there until you have had an opportunity to accomplish those functions outlined in the preceding paragraph. In this connection, it is often possible for an officer to go ashore in an LCVP and complete arrangements for a bivouac area while the ships are laying offshore awaiting orders to beach.

### III. CHECK LIST

Once established in the bivouac area, early contacts with the members of Division Staff should be made by corresponding members of the unit staff, or in the case of separate companies, by officers designated by the Company Commander to perform the duties of the absent staff officer. Thereafter, make daily calls on the various U's to the point where he knows you by name and will give you his undivided attention in order to clear his office.

In the following pages, a check list of information to be obtained from and given to various members of the higher headquarters will be outlined and where appropriate, discussed in detail.

#### AG QUESTIONS

1. Is your unit on the AG routine distributions?
2. Does the AG want any reports from your units?
3. Does the AG have a written administrative SOP?
4. Is a daily Consolidated Strength Report desired?

#### G-1 QUESTIONS

1. Does the G-1 have a special form for Strength Reports? Does this form differ from the form you have previously used? At what time is this report due to higher headquarters daily?
2. Is there a special form, different from the one previously used, for the G-1 Periodic Report? When is this report due?
3. If personnel are required, can these be obtained from Division replacements? (If this is not possible, it is hardly worthwhile to submit a personnel requisition other than the required monthly requisition).

#### G-1 STATEMENTS

1. Your Strength. - Before reporting for first time, prepare a strength report to leave with G-1. If a written report is

impractical, at least be prepared to give the figures verbally.

#### G-2 QUESTIONS

1. Are there any G-2 estimates available on the impending operation?
2. Are any terrain studies or orientation material available?
3. Where may terrain maps and/or photographs of target area be obtained? (Be sure you get sufficient copies, but don't take more than you actually need - they become a burden).
4. Are oblique and vertical aerial photos of landing beach area available? (Usually one complete set is sufficient - and probably all you will get).
5. Verbally, what opposition is expected at the beachhead?

#### G-3 QUESTIONS

1. Is all planning conducted in the G-3 office or will it be necessary to contact Regimental and Battalion Headquarters of assault unit? (The odds favor you having to contact Regtl and Bn CO's and S-3's in which case the majority of the questions listed herein can be repeated at these headquarters, possibly with more satisfactory results).
2. What is the general plan of assault?
3. How many tractors are required? (This will occasionally involve much arguing on your part to have your command and maintenance tractors included).
4. Where is Line of Departure?
5. How many waves of tractors and how many tractors per wave? (This will never correspond to your T/C organization unless the higher headquarters makes a mistake).
6. What is the time interval between waves?
7. What is the width of the assault beach?
8. What is the Target Date and Hour?
9. What unit will you carry in assault?
10. Under whose control are the assault tractors? (Regtl, Bn, or Division). When do tractors revert to control of your headquarters?

11. What is the scheme of maneuver after landing? (Here again it may be necessary to cry out in pain to prevent the prolonged use of tractors on land. Terrain will, to a large extent, determine the basis for your complaint, but it is advisable to hold land operation to a minimum consistent with tactical requirements. Reason: Less maintenance and more serviceable tractors for the next operation).
12. Where can the unit reassemble after the assault?
13. Is a rehearsal to be held? If so, when and where?

ADDITIONAL QUESTIONS TO INF REGT OR BN S-3's.

1. What companies are to be transported by LVT's?
2. How many tractors of each wave are assigned to each assault company?
3. What is the detailed scheme of maneuver ashore?
4. Where will the Regt (Bn) CP be on far shore?

G-3 (AND/OR INF REGT & BN S-3's) STATEMENTS.

1. Cargo capacity of LVT's - Carrying 1 U/F limit boat spaces for infantry to 25; 2 U/F limit boat spaces to 22. These figures will not overload vehicles, but before final plans are complete, enough miscellaneous equipment will have been added to provide each LVT with a tidy overload.
2. Mechanical condition of your vehicles - State exact facts as you know them. If vehicles are in poor condition, impress this on G-3 so that he will not count too heavily on your continued performance - and if you do have a number of mechanical failures, they can't say you didn't warn them.
3. Types of radios in the LVT's - Units who have never worked with LVT's before seem to be greatly interested in this.
4. Firepower - Inform G-3 that machine guns must be manned by infantry personnel and in addition, one man must be designated to operate ramp.
5. Discuss the establishment of liaison on far shore. Find out which headquarters will require a liaison officer and then make every effort to have one (1) radio jeep deck loaded on the assault shipping. A jeep with SCR 508 is desirable but normally an SCR 510 will suffice.
6. State, and have included in the Division Field Order, a distress signal for LVT's. Standard signal for either vehicular or

personnel casualties in the Pacific Theatre seems to be a red flag waving.

7. Inform G-3 that your vehicles are all numbered and you prefer to use these numbers in place of boat team numbers. (Most Divisions will agree to this although a few insist on going by the book).

**AMPHIBIAN LOADING SECTION (UNDER EITHER G-3 OR G-4) QUESTIONS.**

1. On what ships will the tractor and wheeled vehicles of this unit be loaded?
2. What infantry units are loaded on each of these ships?
3. What reports and forms are required from this unit?
4. What is the date of loading?
5. At what time is it desired to have the LVT's and other equipment of this unit at the loading slots?

**AMPHIBIAN LOADING SECTION STATEMENTS.**

1. Have available all logistical data pertaining to your unit. (Vehicular and personnel).
2. State your vehicular administrative requirements (Command and Maintenance LVT's, wheeled vehicles. Generally, it is a fair policy to overstate your needs in wheeled vehicles since all units are out down prior to embarkation. As an attached unit, this procedure is about your only chance of getting your minimum needs aboard ship.
3. Submit completed loading forms promptly. This may startle the Division into accepting your statement about vehicular needs.

**G-4 QUESTIONS.**

1. What is the procedure and time for drawing daily supplies while in the staging area?
2. Where are the various supply dumps located?
3. How many D/S of CI I will be carried with troops on operation?  
How many D/S of each ration?
4. Will Division include unit in its supply of CI II and IV supplies?  
When will first routine requisitions on CI II and IV supplies be received by Division on far shore?

5. How many units of fire are to be mobile loaded in tractor?  
How many will be bulk loaded by Division?

6. What reports are required and when?

#### C-4 STATEMENTS.

1. As soon as possible after arrival be prepared to submit requisitions for LVT parts and other CI supplies to complete your T/S.
2. Be prepared to state your logistical requirements for the impending operation. Give rough figures at first if necessary, but adjust these to your actual needs as soon as possible.
3. Be familiar with the status of supply within your unit and be prepared to make educated guesses on the status of all CI supplies, particularly CI II.

#### FINANCE CLERK QUESTIONS.

1. If unit is to be attached to the Division over the first of the month, can unit be paid through Division Finance? If payment can be made, notify Bn Personnel Section by T.X. to prepare and forward payrolls for EM and vouchers for officers.
2. If unit hasn't been paid in several months and will not be paid by Div Finance, can a partial payment be made?

#### SIGNAL OFFICER QUESTIONS.

1. What is the signal plan?
2. What frequencies are assigned this unit? (It is desirable to obtain one (1) A.S. channel for the TCC set in addition to F.S. frequencies for 500 series radios.)
3. Is the Division SGI ready for distribution?
4. Can this unit obtain a telephone?

#### SIGNAL OFFICER STATEMENTS.

1. Number and type of radios in your unit.
2. Number of frequencies you require for operation. A minimum requirement for a battalion would be one (1) A.S. and five (5) F.S. frequencies.

#### ORDNANCE OFFICER QUESTIONS.

1. What LVT parts are available at the staging area?

#### ORDNANCE OFFICER QUESTIONS (Contd)

2. If more than one (1) Ordnance unit is operating with the Division, what unit will serve this tractor unit?
3. Does Ordnance Officer desire to inspect the Ordnance equipment? If so, when? (Encourage an inspection).

#### ORDNANCE OFFICER STATEMENTS.

1. Your immediate Ordnance requirements. This information should be known to you before your first visit to the Ordnance officer.
2. State the status of your major ordnance items.

#### RED CROSS QUESTIONS.

1. What supplies can be obtained for this unit? (Let the Red Cross Director rattle off a list of what he has, then ask for only those items you require. This sometimes makes a good impression and makes future touches a little easier). Suggested items which are always useful: Writing paper, envelopes, candy, books, magazines, all types of toilet articles.

#### SPECIAL SERVICE QUESTIONS.

1. If unit has a movie projector, when can films be obtained for showing? If no projector is available, what is the schedule of shows at other theatres and where are the theatres (usually designated by number only) located?
2. Are any books or other items of entertainment available thru SSO?

#### APC QUESTIONS.

1. When is mail distribution ready daily?
2. Are there any 6¢ air mail envelopes available? (For any unit or company size, 2000 envelopes is not an excessive purchase at one time.)

#### CHAPLAIN.

Arrange for church services for both Catholic and Protestant.

#### NAVAL FLAG QUESTIONS.

NOTE: Never rely on any other headquarters to coordinate your activities with the Navy. It will generally result in misunderstanding and last minute confusion. As soon as the Task Group Flag-

**NAVAL FLAG QUESTIONS (Contd).**

ship arrives, arrange to visit the Operations Officer aboard ship and come to a complete understanding with him as to procedure during the landing phase under naval control. This may result in several visits but the ice water and possible a meal or two of Navy chow is considered adequate compensation for the time involved.

1. Where is the Line of Departure?
2. What is the length of assault beach? (This often differs from the information obtained from G-3 but always take the Navy's figures).
3. Is a Wave Diagram available?
4. What are the bow numbers on the PC and SC boats marking the line of departure and where is their stations?
5. What are the bow numbers of LCI(R)'s or LCI(#)'s which precede the first wave and what is their respective positions? (This is important in orienting drivers of LVT's as to their proper positions in the wave formation).
6. How far behind the LCI's will the first wave remain? (LCI's generally stop about 300 yards offshore at which time the landing craft waves pass through the LCI wave).
7. In what formation is it desired to move the LVT's from LST to LD? (Recommend column formation although a wedge formation is not difficult).
8. How long before H-hour are the LVT's to launch from the LST's?
9. Will there be a wave guide boat on each flank of each wave?
10. Will it be necessary to have an LVT Liaison Officer on the Control Boat? Discourage this if possible.
11. Are there any navy radio frequencies on which the LVT command vehicles will operate during the assault phase?
12. What is the marking to be used on "free" vehicles? (This is generally a large "zero" sign prominently displayed but it is well to verify this. "Free" vehicles normally consist of the Command vehicles and maintenance vehicles).

**NAVY FLAG STATEMENTS.**

1. State your distress signal.
2. State that your vehicular numbers will be used in place of boat

#### NAVY FLAG STATEMENTS. (Contd)

team numbers. Supplement this with wave diagrams showing vehicle numbers as soon as possible after vehicle positions have been determined. Distribution should be on the basis of one (1) copy per Wave Guide Officer plus three (3) or four (4) spares. It is sometimes better to give these copies directly to the LST skippers since the Wave Guide Officers normally ride on the LST's on which their waves are loaded.

3. Have knowledge of your radio set-up including frequencies assigned your unit.
4. If a rehearsal is to be held and it is at all feasible to return to your bivouac area after the rehearsal, inform the Navy of the fact that you do not want to immediately reload on LST's but that you would rather return to your bivouac area for maintenance. Arrange for a final loading time preferably the day before sailing. (This point should be taken up with G-3 also but not until the Navy has been converted to your point of view).

#### IV. THE FIELD ORDER

As soon as the foregoing information has been obtained, prepare a rough draft of your Field Order. Do not attempt to publish your Field Order until you are sure the Division Field Order is in the press. Changes occur daily until the Division Order has been published and a few generally occur afterward. The S-3 should set a tentative date on which the Signal Instructions and the Administrative Order are to be ready for publication. The Field Order should consist of:

- a) The body. (See FM 101-5)
- b) A combined Approach and Landing Schedule.
- c) Operational Maps when necessary showing the scheme of maneuver ashore.
- d) Wave Diagram (including stations and how numbers of all naval craft on or in front of the LD).
- e). Sketches to clearly show the following:
  - 1) Communications net.
  - 2) Method of movement from LST's to LD.
  - 3) Formations to be used from beachline to tractor line (or tractor objective).
  - 4) Any other special instructions that can be shown diagrammatically.

#### IV. THE FIELD ORDER (Contd).

f) Intelligence Annex (usually based on the Division Intelligence Annex but reduced to that information of value to your unit.

g) The Administrative Order. (See FM 101-5)

h) Signal Annex (if too bulky to be included in Paragraph 5 of the Field Order).

Bear in mind at all times the purpose of a Field Order, namely, to provide a clear and concise presentation of the operation as it pertains to the lower echelons of your command.

#### V. LOADING

In order to tactically load a Tractor Battalion, it is only necessary to know the following information:

- a) LST bow numbers.
- b) No. of LVT's to each LST.
- c) Infantry unit loaded on each LST.
- d) LST's on which wheeled vehicles are to be loaded.
- e) Time of loading.
- f) Place.

The above information may be disseminated to lower echelons of command verbally. To do so saves time and effort and will not have any noticeable effect on last minute confusion.

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