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

16 MAY 1945

From: Commander Carrier Division FIVE.
To: Commander-in-Chief, United States Fleet.

Subject: War Diary.

Reference: (a) PacFltConf. ltr. 1CL-45.

Enclosure: (A) ComCarDiv FIVE War Diary for March and April 1945.

1. Forwarded.

[Signature]

S. ROSENBLATT,
By direction.
UNITED STATES PACIFIC FLEET
AIR FORCE, PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

WAR DIARY
COMMANDER CARRIER DIVISION FIVE

CTG 58.1
1-4 March 1945 (East Long. Date)

Task Group Organization was as follows:

Task Group 58.1 - Fast Carrier Group ONE - Rear Admiral J. J. CLARK
Task Unit 58.1.1 - Carriers
HORNET (F) Rear Admiral J. J. CLARK
MISP
BERMINGTON
BELLEAU WOOD

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

Task Unit 58.1.21 Battleships - Rear Admiral J. F. SHAFFROTH, Jr.
BatDiv 6 (less ALABAMA)
Massachusetts (F)
INDIANA

Task Unit 58.1.22 Cruisers - Rear Admiral F. S. M. WHITING
CruDiv 14 (less HOUSTON and VICKSBURG)
VINCENTINES (F)
MIAMI

SAN DIEGO

Task Unit 58.1.3 - Group Screen - Captain J. H. CARTER
DesRon 61
DesDiv 121
DE HAVEN (SF)
LANSFIELD
LYMAN K. SVENSON
COLETT

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

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

DesDiv 50
RINGGOLD (F)
SCHRODER
SIEGBE
WAR DIARY
COMMANDER CARRIER DIVISION FIVE

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

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

CTG 58.1
5 to 13 March 1945
Task Group 58.1 anchored at ULITHI replenishing stores, ammunition and fuel. Ships of the group requiring repairs received tender assistance.

CTG 58.1
14 March to 30 April 1945
Task Group 58.1 sortied from ULITHI in accordance with Commander Task Group 58.1 Operation Plan 2-45 dated 10 March 1945 for operations in preparation for and in support of the landings at OKINAWA. Commander Task Group 58.1 in HORNET. Commander Task Group 58.1 Operation Plan 2-45 and subsequent changes and additions are annexed as Enclosure (A).

The Task Group Organization upon sortie was as follows:

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

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

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

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

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

- 2 -
Task Group Organization (Cont'd)

Task Unit 58.1.3 - Group Screen
DesRon 61
DesDiv 121
DE HAVEN (SF)
MANSFIELD
LYMAN K. SWENSON
COLETT
MADDOX

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

- Captain J. H. CARTER

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

DesDiv 50
SIGSBE (P)
SCHROEDER
DASHIELL

Full details of the operations conducted during this period are set forth in Commander Task Group 58.1 Action Report for the period 14 March to 30 April 1945 which is annexed as Enclosure (B). See M. Sec 11/2 465

H. S. ROSENBLATT
By direction.
SECRET

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

BULL DURHAM

SECRET

*This Operation Plan will be re-classified to SECRET by holders in the operating areas on L Minus 18 day and by other holders after initiation of the operations scheduled for L Day.
OPERATION PLAN 2-45.

TASK ORGANIZATION

(a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.

Hornet (FF)

U.S.S. (F)

Bennington

Belleau Wood

(b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. Shufroth, Jr.

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

Arkansas (B) (less Arl)

Massachusetts (B)

Indiana

Task Unit 58.1.22 - Cruisers - Rear Admiral F. E. H. Whititing

CruDiv 10 (less Houston)

Vincennes (C)

Alaska

Vicksburg

San Juan

(c) Task Unit 58.1.3 - Group Screen - Captain J. H. Carter,

DeaRon 21

DesDiv 122

Izard (SF)

Pennsylvania

Ly. In K. Stenson

Collett

Mabry

DeaRon 25

DesDiv 50

John Rodgers (SF)

Harriman

Heller

Nulty

UNITED STATES PACIFIC FLEET,

TASK FORCE FIFTY-EIGHT,

TASK GROUP FIFTY-EIGHT POINT ONE,

U.S.S. Hornet, flagship.

ULITHI, CAROLINE ISLANDS,

10 March 1945.
1. General Situation – JIA and the PHILIPPINES are now secure and shore-based aircraft may now operate in strength against the NANKAI SHOTO, FORMOSA and the Empire. Our lines of communication and supply to the rear are well established and our attention may now be devoted to pushing our lines closer to the Empire.

**Enemy Forces**

Sources of information of the enemy are contained in:

(a) Current JICPOA Bulletins.

(b) Intelligence Summary, Annex "ITEM" to this Operation Plan and intelligence Annexes to other current operation plans for ICEBERG.

(c) Current despatches particularly ultra despatches originated by the Commander-in-Chief, U.S. Pacific Fleet for ICEBERG.

**Own Forces**

(a) This Operation Plan is derived from Commander Fifth Fleet Operation Plan No. 1-45 and Commander FIRST Carrier Task Force Operation Order No. 2-45.

(b) The operation covered by this plan is termed ICEBERG.

(c) Sources of information of own forces, their composition and movements are contained in current Operation Plans of Task Force Commanders for ICEBERG, copies of which are held by all units of this Group.

**Assumptions**

(a) That the enemy will resist with all the forces at his command any approach of our forces to the Empire and the NANKAI SHOTO.

(b) That attacks by shore based aircraft will constitute the major effort of the enemy to oppose our operations.

(c) That air strikes by our shore based aircraft against FORMOSA prior to commencement of our attacks pursuant to this plan will reduce the effectiveness as a base from which to attack us, but its use for staging of search aircraft is probable.
OPERATION PLAN 2-45.

Assumptions (Cont'd)

(d) That enemy picket boats, submarines and search aircraft will be encountered during our approach to the Empire and that our approach will probably be detected and the enemy alerted.

(e) That the increased tempo of attacks on Empire Bases by shore based aircraft and the noticeable absence of operations by our carrier aircraft prior to strikes herein scheduled will alert the enemy to the possibilities of carrier strikes against the Empire.

(f) That the bulk of the enemy's air power is located in KYUSHU and has completed intensive training for attacks against our forces.

(g) That the majority of the remaining enemy Fleet units are now operational and concentrated in the Empire and may make a desperate stand against the forward movement of our forces.

(h) That new carrier air groups are training in the Empire and will be available to supplement land based planes in attacks on our forces.

(i) That weather conditions prevailing in the Empire - NANSEI SHOTO area may greatly affect our air operations.

(j) That our expeditionary forces will encounter determined enemy resistance on the ground and will require active support of our air groups.

(k) That large areas in the vicinity of the Empire and the NANSEI SHOTO especially to the west are mined and that the enemy may try to maneuver our forces into his mine fields and interfere with our sweeping operations.

(l) That the tactical situation may require the presence of this Group in the Empire - NANSEI SHOTO Operating Areas for an extended period.

2. This Task Group will assist in the capture, occupation and defense of OKINAWA GUNTO by destroying enemy naval or air forces attempting to interfere with the movement of our forces, by destroying aircraft, aircraft facilities, naval forces, shipping and defenses in the Empire, FORLOSA and NANSEI SHOTO areas by conducting repeated air strikes on such bases; by providing air support for the Commander Joint Expeditionary Force on such days as directed; by conducting search and reconnaissance missions, and by protecting the Joint Expeditionary Force during and after the occupation of OKINAWA GUNTO by that force, from enemy air and surface forces.

CNO 58.1
3. (c) Task Unit 58.1.1 - Carriers

1. Intercept and destroy enemy aircraft, aircraft facilities, naval forces, shipping and defenses in the Empire, FORCES and the NAMSHI SHOTO by repeated air strikes as outlined in Air Plan, Annex EJSY hereto.

2. Provide air support for operations of the Joint Expeditionary Force in accordance with Annex H to ComPhibac Op Plan 1-45.

3. Gain control of the air in the target areas.


5. Take photographic reconnaissance of enemy areas as outlined in Air Plan, Annex EJSY hereto.

6. Conduct air searches as ordered and be prepared to provide air observation and scouting services as directed.

7. Provide air cover for minesweeping operations and aerial reconnaissance to detect mines.

8. Conduct Hunter-Killer operations as directed.

9. Be prepared to attack major enemy surface units as provided in Enclosure One to Annex JIC of this Plan and the Battle Plan, Annex "J" of ComFIFTHFlt Operation Plan No. 1-45.

10. Be prepared to attack the SHANGHAI-HANKO Area if ordered.

(b) Task Unit 58.1.2 - Support Unit

1. Support and defend disposition against enemy air or surface attack.

2. Provide VOS Rescue Team service commencing LOVEMinusFOURTEEN Day.

3. Be prepared to conduct Anti-Submarine Patrols using VOS aircraft.

4. Cruiser Division 14, be prepared to conduct bombardment of MIKAWA BAY as directed with Destroyer Division 122.
(b) Task Unit 58.1.2 (Cont'd)

5. Be prepared to execute assignments in Battle Plan, Annex "J" to ComFIFTHFLEET Operation Plan No. 1-45 in the event of major surface action and the assignments in Enclosures One and Two to Annex JIG of this plan in the event of surface action by this Task Group.

6. All units be prepared to conduct bombardments and direct fire support for the Joint Expeditionary Force.

(c) Task Unit 58.1.3 - Group Screen

1. Screen disposition against enemy submarines and light surface units.

2. Support and defend disposition against enemy air or surface attacks.

3. Provide rescue services in accordance with doctrine.

4. Conduct Hunter-Killer operations assisted by Anti-Submarine Patrol as ordered.

5. Provide pickets.

6. Furnish units for a Scouting Line as directed.

7. Be prepared to execute assignments in Battle Plan, Annex "J" to ComFIFTHFLEET Operation Plan No. 1-45 in the event of major surface action and the assignments in Enclosures One and Two to Annex JIG of this Plan in the event of surface action by this Task Group.

8. All units be prepared to conduct bombardments as ordered.

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

2. LOWN Day is the day of initial landings at OKINAWA and is 1 April 1945 (East Longitude Date) unless changed by proper authority.

3. In the event that JERAHO is opposed by major enemy surface forces this Group will operate when ordered in accordance with Commander FIFTHFLEET Fleet Battle Plan which is Annex "J" to his Operation Plan No. 1-45.

4. Owing formations as in Annex BAKER hereto. Commanding Officers of heavy ships will give way or open out for carriers operating aircraft as may be necessary to facilitate such operations.
5. USF 10(A) including Pacific Fleet Supplement thereto and Commander FIRST Carrier Task Force Instructions (FIRSTCAR TF-12) are effective.

6. Movements will be directed by despatches. Reference Points are set forth in Annex "D" to ConFIFTHFLt Operation Plan 1-45. Carrier Launching Points are set forth in Annex "B" to ConFIRST Car TF Order 2-45. Be prepared to sortie from ULTRA on LOVE minus EIGHTEEN Day on signal.

7. Air Sea Rescue will be handled as provided in Annex 40X hereto.

8. Commanding Officers take measures to prevent attacks on friendly submarines. Attention is invited to CinCPAC SOP-1 of 15 September 1944. Addendum SIX thereto and current CinCPAC and CinCMC Zone notices and Annexes IT11 and J11 to this Operation Plan.

9. Keep Commander Task Group FIFTY-EIGHT POINT ONE informed of the tactical situation in the target area.

10. Submit reports promptly in accordance with Annex HOW.

11. Be prepared to execute the Battle Plans set forth in Enclosures One and Two to Annex J11, hereto.

12. General Operating Instructions contained in Annex DOC.

13. Training Exercises will be conducted as outlined in Annex KY.

14. Comply with current directives on Public Relations as set forth in Annex LOVE.

15. ALL SHIPS BE ALERT FOR MINES.

4. (a) Provisions for logistic support are contained in:
   1. Commander FIFTH Fleet Operation Plan 1-45, Annex "H categories:
   2. Commander FIRST Carrier Task Force Operation Order No. 2-45, Annex "I categories:
   3. Annex CHARLIE to this Plan.

(b) All practicable measures must be taken to conserve fuel.
OPERATION PLAN 2-45

ULITHI, CAROLINE ISLANDS,
10 March 1945.

4. (Cont'd)
(c) Damaged ships proceed toward closest friendly port as directed.
(d) All ships be prepared to tow or be towed.

5. (c) Communications in accordance with Annex ABLE hereto.
(b) Radar, Fighter Direction and Radar Countermovements Plans are set forth in Annex GEORGE hereto.
(c) Use Zone Zero time in date group of despatches. When time is expressed in body of despatches or in correspondence, include the appropriate zone description letter. Between longitude 157°-30' E. and longitude 139°E, use Zone minus 10 time for local time. West of longitude 139° E., use Zone minus 9 time for local time. By directive of Commander-in-Chief, Pacific Ocean Areas, local time on shore will be as specified in PacFlt Letter 431-44 (Revised).
(d) Commander Task Group FIFTY-EIGHT POINT ONE in HORNET.

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

ANNEXES:
"ABLE" - COMMUNICATION PLAN
"Baker" - CRUISING INSTRUCTIONS
"Charlie" - FUELING AND LOGISTICS PLAN
"Dog" - GENERAL OPERATING INSTRUCTIONS
"Easy" - AIR PLAN
"Fox" - RESCUE PROVISIONS
"George" - RADAR AND FIGHTER DIRECTION PLAN
"Hill" - REPORT AND PHOTOGRAPH HANDLING INSTRUCTIONS
"Jig" - INTELLIGENCE SUMMARY
"King" - FIGHTING INSTRUCTIONS
"Love" - TRAINING EXERCISES

AUTHENTICATED:

H. S. ROSEMBLATT,
Lieutenant, USNR,
Flag Secretary.
Operation Plan
Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45 (Distribution List)

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

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CTG 58.1
OpPlan 2-45

Distribution List - 1
Distribution List, Commander Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45.

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

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CTG 58.1
OpPlan 2-45

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

**Task Group 55.3**

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<tr>
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<tr>
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<td>Hank (F)</td>
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<td>John V. Wekes</td>
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<td>Intrepid</td>
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<tr>
<td>Independence</td>
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<td>Bailey</td>
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**Task Group 55.4**

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<tr>
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<td>Independence</td>
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<tr>
<td>Langley</td>
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</table>

CTG 55.1
OpPlan 2-45

Distribution list - 3
Distribution List, ComTask Group 58.1, Operation Plan No. 2-45.

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

Task Group 58.1

ComAirGrp, HONNET 10
ComAirGrp, WASP 10
ComAirGrp, WASHINGTON 10
ComAirGrp, BELLEAU WOOD 5

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

ComTrainCarRonPac 1 COMFENS 1
ComCarDiv-11 1 LAKE CHAMPLAIN 1
ComCarDiv-12 1 LEXINGTON 1
Naval War College 1 LOWERY 1
ANSCOL 1 SHAHAI LA 1
MarCorpsSchools 3 TICONDEROGA 1
Naval AGC Officers School 1 PacFlt Radar Center 1
ComCarDiv-4 1 F.D. School 1
ANTITAN 1 Naval Radar Training School 1
RON HOLL RICHARD 1 NAS St. Simons Island, Ga. 1
BOXER 1

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

ComServRon 6 (for distribution to units of TG 50.3) 50

ComServRon 10 5
ComServRon 8 3
ComCarTransRonPac 2

CTG 58.1
OpPlan 2-45

Distribution List - 4
COMMUNICATION PLAN

1000. GENERAL

(a) Communications will be in accordance with this plan and the following current directives, all of which must be studied:

(1) USF 70(A)
(2) CstabCon
(3) CONPACFLT Fleet Communication Plan (Annex "H", Operation Plan 1-45).
(4) COMFRATCAR TF Communication Annex "Z" (Operation Order 2-45).

(b) The Task Group Commander encourages cooperation and mutual assistance. Any contact reports received or other important information should be passed on. Relay TBS messages when necessary. Be alert to relay visuals particularly between task groups. Report any unreported radar contacts. The most important consideration is to get communications through quickly and accurately.

(c) Linking vessels maintain communications with Task Group Commander on Channel Roger if possible. Avoid relays of minor course changes by TBS.

Pickets will not always be informed of Task Group course and speed changes and must habitually maintain station by radar.

(d) Use the best efficient available means for clearing traffic to the Task Group Commander.

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

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

Use TBS only when necessary.

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

(e) Do not use General Signals or Shackle Code for emergency reports. Shackle code will not be used for Lifeguard, Radar, and Flash reports.
SECRET
ANNEX ABLE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

1000. GENERAL (Cont'd)

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

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

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

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

2100. RADIO DISCIPLINE

(a) At all times, radio discipline must be maintained on all voice circuits. Discipline is a matter of control and training.

(b) Each ship's Communication Officer is held responsible for the control and monitoring of all circuits, including aircraft circuits, used by his ship. He is responsible for a comprehensive training program.

(c) Air Officers and Group Commanders are directly responsible for the training of squadron personnel.

(d) Fighter Director Officers are directly responsible for the discipline of fighters in the air under their control.

(e) Each Target Coordinator or strike leader is directly responsible for the discipline of all planes in his strike group.

(f) After radio silence is broken, good radio discipline includes the following fundamentals:

(1) No unnecessary transmissions.
(2) Correct procedure.
(3) Thinking before going on the air.
(4) Not cutting in on other transmissions.
(5) Being alert and listening when called.

(g) All AIC1 transmitter selector switches are to be safety wired so that accidental transmissions on IF or HF cannot be made. These must be checked before each flight.

CTG 58.1
OpPlan 2-45
SECRET

ANNEX ABLE

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

2110. RADIO SILENCE

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

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

(b) Except when otherwise ordered, LN and LN equipment (FL) (30 ncs - 40 ncs) may be used under all circumstances between 1 hour after sunset, and 1 hour before sunrise.

(c) After the first strike has alerted the target, on strike days, LN equipment may be used for Inter FDO purposes. At the same time 3000 kcs will be released for early warnings and 2096 may be released as necessary for Inter FDO communications.

(d) When special permission has been obtained, LN destructor equipment may be used in the daytime.

(e) Except in emergencies, it is the responsibility of the CTC to decide when to break radio silence.

(f) At sea, deliver administrative ship-shore radio traffic to the Task Group Commander for further transmission.

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

2200 RADIO FREQUENCY PLAN - SHIPBOARD

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

(a) Voice Tactical and Warning Circuits.

TBS #1 - 72.1 ncs - All ships guard.
Channel ROGER (VHF Tactical) - 
140.76 ncs - All ships guard - may also be used for administrative traffic.
H.F. Warning - 3000 kcs - HORNET and detached units cover.
All others listen.

CTB 58.1
OpPlan 2-45
(b) Inter FDO Circuits.

Force Primary 37.6 kcs
- All ships having two VHF set guard.

Force Secondary 2096 kcs
- All carriers and FD ships guard - others optional.

VHF Channel "Q" 140.50 kcs
- For Force communications only, in Radio Silence Condition ONE.

Group Primary 34.0 kcs
- All ships guard.

VHF Channel "P" 140.76 kcs
- For Group communications only, in Radio Silence Condition ONE.

(c) Aircraft Circuits - Shipboard.

Life guard and Strike Frequency 4475 kcs
- HORNET guard - other carriers and FD Ships guard during strike days.

Search Frequency (except VF) 6420 kcs
- All carriers guard when VF/VT searches in progress.

Air Observer (if used) 3065 kcs
- HORNET listen when ordered.

VHF Channel "U" 116.10 kcs
- All ships having one VHF set guard.

VHF Channel "U" 142.02 kcs
- All carriers guard.

VHF Channel "Q" 140.50 kcs
- All ships having two VHF set guard, unless otherwise directed.
- All carriers guard.

VHF Channel "N" 142.74 kcs
- Firing ships guard when needed.

Spotting Frequencies (Various)

(c) "FOX" Intercept Schedules

Four "HOR" - All ships except INDIAN and HILTI intercept.

Guam rebroadcast of MTH "HOR" - INDIAN and HILTI.
SECRET

ANNEX ABELE

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

2000. RADIO FREQUENCY PLAN - SHIPBOARD (Cont'd)

MTM "JULIF" - All Heavy ships except WASP and VICKSBURG intercept.

GUAM rebroadcast of MTM "JULIF" - WASP and VICKSBURG.

Submarine "PETER" - HORNET

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

(c) Fleet Common and Ship-Shore Circuits

FIFTH Fleet T.F.C. 4420 CW

Local Ship-Shore 355 CW

Pacific Fleet Task Force 8410 CW

Consorters' Circuit

TF 58 T.G. Commanders' Circuit 65,34 ncs LOW (TBS/32)

TF 58 T.G. Secondary 2642 Voice

TF 58 Common Primary 399 CW

TF 50 Common 413 CW

TG 58, 1 Common 419 CW

TF 58 Battle Line Command 2012 Voice

Fleet Common FM VHF 34.3 ncs

HORNET and WASP guard, detached units cover.

HORNET guard in or near port.

HORNET and VINCENNES intercept.

All heavy ships guard. Do not interfere with other task groups. Do not break in.

HORNET guard. WASP, MASSACHUSETTS and VINCENNES listen.

HORNET and WASP guard. All others cover.

All ships be prepared to shift to.

All ships guard during General Quarters and when ordered.

Ships assigned to battle line be prepared to shift to.

HORNET intercept when near amphibious forces or fleet bugs.
2200. RADIO FREQUENCY PLAN - SHIPBOARD (Cont'd)

(f) Special Circuits.

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

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

Aircrnt

4305 series - HORNET, WASP, MASSACHUSETTS and VINCENNES intercept.

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

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

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

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

2217. RADIO FREQUENCY PLAN - AIRCRAFT

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

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

4475, 6420, 6740, 3000, 5135, 3355, 4915, 4420, 6005, 6970, and 6770.

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

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

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

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

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

(c) Cont'd

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

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

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

eg. 140.50 on all sets should show as QUEEN.

(d) Frequencies will be used as follows:

CAP - Normally on Channel "A".
    JACKS - on Channel "A".
    CAP over DD scouting line - on Channel "W".
    CAP over rescue submarine - on Channel "Q".
    WP(9) - Always on Channel "W" initially.
    FDO may use any VHF frequency for CAP in emergencies.
    WP Emergency secondary for all CAP is 4475.

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

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

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

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

Spotting Frequencies - MASSACHUSETTS 6450 HIALI 7670
INDIANA 6845 VICKSBURG 7235
VINCENNES 7375

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

CTG 58.1
OpPlan 2-45
2217. RADIO FREQUENCY PLAN - AIRCRAFT (Cont'd)

(f) YE/YG Data.

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

- TG 56.1 - 560 Kcs
- TG 56.2 - 635 Kcs
- TG 56.3 - 710 Kcs
- TG 56.4 - 785 Kcs
- Northern or Eastern
- Temcat - 545 Kcs
- Southern or Western
- Temcat - 575 Kcs

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

<table>
<thead>
<tr>
<th>Odd Days Local</th>
<th>Even Days Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duty - HORNET</td>
<td>Duty - HEMELAU WOOD</td>
</tr>
<tr>
<td>Standby - HORNET</td>
<td>Standby - VASP</td>
</tr>
</tbody>
</table>

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

YE Identification letters - HORNET - HP BEMINGTON - YB
VASP - XP HEMELAU WOOD - ZB

(g) YJ and XI Data

Odd Days Local, BEMINGTON. Even Days Local, HEMELAU WOOD.

YJ Identification Letters - BEMINGTON - NS
HEMELAU WOOD - RJ

YJ Code - 1-2

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

2218. EMERGENCY AND SPECIAL COMMUNICATIONS.

(a) See Rescue Plan Annex "FOX".

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

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

2250. A list of Aircraft Call Signs will be separately supplied.

22550. Voice call signs will be as in MCCALL OR. A list will be separately supplied.

CTG 56.1
OpPlan 2-45
2620. Attention is invited to this article in USF 10(A), which is quoted below for compliance:

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

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

3000. VISUAL

(a) The HORNET has limited facilities for visual signalling. Avoid using her as a relay ship.

(b) Shift to N/M equipment promptly at sunset. No regular schedule for N/M equipment is intended. Call "FLIGHT HOOKS" on Channel Roger when necessary.

(c) Visual responsibility is as assigned in Enclosures Two, Three, and Four. Note that changing from normal cruising to a Victor formation will not change the visual responsibility.

(d) Messages concerning flight operations go direct to the other carriers, not through the relay ships.

5000. RECOGNITION

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

5400. IFF DOCTRINE

See Radar and Fighter Direction Plan, Annex GEORGE.

6000. CODES AND CIPHERS

(a) Do not carry CSP 1270 in any shipborne aircraft.

(b) A summary of code words and abbreviations in frequent use has been separately supplied. It is recommended that this list of code words and a copy of the Fighter Director Vocabulary be kept at each voice radio location.

(c) All ships be prepared to use CSP 1270 and Signal Cipher on voice circuits.
TOC has visual responsibility for pickets and linking vessels.

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

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

VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

ENCLOSURE TWO
ANNEX A12
TOC has visual responsibility for pickets and linking vessels.

ENCLOSURE "THREE" TO ANNEX "ABLE"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-57

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

ID's on straight line between heavy ships

VISUAL RESPONSIBILITY

FOR

CRUISING DISPOSITION 5. VP

ENCLOSURE THREE

ANNEX ABLE
TOC has visual responsibility for pickets and linking vessels.

ENCLOSURE "POOR" TO ANNEX "ABLE" 

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 5-65.

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

DD's on straight line between heavy ships.

CL 5000

CL 5060

CV 2,5200

CV 2,5000

BB 5000

CL 2,5300

CL 5240

CL 5280

CL (AA)

VISUAL RESPONSIBILITY

NR

CRUISING DEPOSITION 5 - VII

ENCLOSURE FOR ANNEX ABLE
SECRET

ENCLOSURE ONE TO ANNEX ABLE

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

OKINAWA AIR SUPPORT COMMUNICATIONS - PLAN LOVE

1. Communications in TG 58.1 continue unchanged except as modified by this enclosure which is based on ComPhibsPac Operation Plan Al-45. Pilots must be thoroughly briefed in all necessary portions of Annex HON of that plan.

2. Additional Special Frequencies Required Aboard Ship:

   Air Support Command Net                      2620                     HORNET intercept
   TF 51 TG Comdrs.¹ Circuit                      2032                     MASSACHUSETTS intercept

Support Air Direction

   Prior to LOVE Day                             4915                     All carriers guard on TG 58.1 strike days
   LOVE Day                                      5135                     All carriers guard
   After LOVE Day (or 5135)                      4915                     Carriers guard on days TG 58.1 supports Northern or Southern Attack Force, respectively.

Support Air Observer

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

3. DETACHED UNITS IN THE OKINAWA AREA:

   (A) The following frequency plan applies to detached units when within 150 miles of OKINAWA during the assault phase.

   (1) All units continue to guard 3000 kcs, 399 kcs, and TBS Primary 72.1 mc.

   (2) Detached units should guard Channel Queen, 140.58 mc at all times. This is the frequency on which aircraft from any activity will expect to make contact.

   (3) The Task Group MAN should be temporarily shifted to 34.8 mc, which is guarded by many small craft which do not have TBS.

   (4) At least one ship of the detached unit should guard 4475 kcs at all times. This frequency is not only used for rescue missions but is also guarded by all aviation activities, and is available to most aircraft.

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX ABLE - 1
OKINAWA AIR SUPPORT COMMUNICATIONS
PLAN LOVE
3. DETACHED UNITS IN THE OKINAWA AREA: (Cont'd)

(5) One ship of the unit should cover 4420 kcs at all times. When a detached unit is within 150 miles of the Task Group or OKINAWA, the 500 kcs guard is not mandatory.

(6) Detached units must be particularly alert. Messages from the Task Group Commander may be received on 140.58, 4475, 3000, 4420 and 399.

(7) Additional frequencies to which many units of the Amphibious Force and CTG 58.1 will both be listening are:

- 2096 Inter FDO Circuit
- 2620 Air Support Command Net

(8) All ships of the Amphibious Force in the target area should be listening on the Local Air Warning Net 3115 kcs. CTG 58.1 will not be on this circuit.

(B) Note that in the target area, all seaplanes are to be treated as friendly until positively identified as enemy.

(C) Attention is invited to the new system of recognition for small craft which consists of making vertical or horizontal sweeps or full circles with a red light.

Briefly the procedure is:

- **To Challenge**: Make the same motion several times, either vertical sweeps or horizontal sweeps.
- **To Reply**:
  1. Do what the challenger did.
  2. Do something different.
  3. Again, do what the challenger did.

4. Air Support Schedule and Frequencies.

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

**i.e. STRIKE FREQUENCY - 142.32 CHANNEL UNCLE**

4475 HF

(A) All VF are to remain set on 4475 kcs. At least two planes in every flight must guard this frequency.

(B) VB and VT on support missions will take off guarding either 4915 or 5135 as required.

(C) Do change installation of VHF channels is required.

CTG 58.1
OpPlan 2-45
4. Air Support Schedule and Frequencies (Cont'd)

(D) All fighters for target CAP will take off on 142.74 Channel William.
   All support groups will take off on 142.02 Channel Uncle. Group leader will report in on 140.58 Channel Queen.

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

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

(G) Schedule for TG 58.1.

<table>
<thead>
<tr>
<th>Day</th>
<th>Activity</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>L-9</td>
<td>-Air and FM searches</td>
<td>4475, &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Hit KERAMA RETTO and KEISAN SHO</td>
<td>&quot;U&quot;, 4475</td>
</tr>
<tr>
<td></td>
<td>-Air Coordinator</td>
<td>&quot;U&quot;, 4475</td>
</tr>
<tr>
<td>L-8</td>
<td>-Air and FM searches</td>
<td>4475, &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Hit KERAMA RETTO and KEISAN SHO</td>
<td>&quot;U&quot;, 4475</td>
</tr>
<tr>
<td></td>
<td>-Provide CAF for Minesweepers</td>
<td>&quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Report to LONGOOS (JARON Yard)</td>
</tr>
<tr>
<td></td>
<td>-Air Coordinator</td>
<td>&quot;U&quot;, 4475</td>
</tr>
<tr>
<td>L-7</td>
<td>-Day and Noon searches</td>
<td>4475, &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Provide 5 strike groups to hit OKINAWA</td>
<td>&quot;U&quot;, 4915</td>
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<tr>
<td></td>
<td></td>
<td>Report to HATCHET on &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Provide Air Coordinator</td>
<td>&quot;U&quot;, 4915</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Report to HATCHET on &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Provide CAF</td>
<td>&quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Report to CRISS-CROSS on &quot;O&quot;</td>
</tr>
<tr>
<td></td>
<td>-Send VF sweep to IHEI I DAITO</td>
<td>&quot;U&quot;, 4475</td>
</tr>
<tr>
<td>L-6</td>
<td>-No strikes or air support scheduled for TG 58.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Landings on KERAMA RETTO (Air support under control of MAGPIE)</td>
<td></td>
</tr>
</tbody>
</table>

CTG 58.1
OpPlan 2-45
4. Air Support Schedule and Frequencies (Cont'd)

L-5 Day  - No strikes or air support scheduled for To 58.1.

L-4 Day  - Dawn and noon searches 4475, "Q"
- Provide 5 strike groups to hit OKINAWA  "U", 4915 Report to HITCHET on "Q"
- Provide CAP "W" Report to CHISS-CROSS on "W"
- Send VF sweep to MILK D.1.TO "U", 4475

Air support may possibly be required for the Underwater Demolition teams of the Demonstration Force at SE OKINAWA.

L-3 Day  - Same as L-4 Day.

L-2 Day  - No strikes or air support scheduled for To 58.1.

L-1 Day  - No strikes or air support scheduled for To 58.1.
- Landings on KIJEJE SHIRE (Air Support under control of MAGFLE)
- TF 58 may be required to provide CAP for the approaching Tractor Groups.

LOVE Day  - Pre HOW Hour Strike Group  ALL
- Pre HOW Hour Hopscotch and Strafing  ALL report to CRACKER on "Q"
- Afternoon Strike Group  5135

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

After LOVE Day, schedule is uncertain, but To 58.1 will probably provide a share of the CAP, Call Strike Groups and heavy special morning and afternoon strikes which are required daily.
5. Command relationship at OKINAWA:

(A) **J O I N T E X P E D I T I O N A R Y F O R C E**

<table>
<thead>
<tr>
<th>TF 51</th>
<th>CTF 51</th>
<th>ANZAC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ELDORADO</td>
<td>DELEGATE</td>
</tr>
<tr>
<td></td>
<td>CASCU 51,10</td>
<td>GLACIER</td>
</tr>
</tbody>
</table>

(B) **A L P H I B I O U S S U P P O R T F O R C E**

<table>
<thead>
<tr>
<th>TF 52</th>
<th>CTF 52</th>
<th>TROJAN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ESTES</td>
<td>CRISSCROSS</td>
</tr>
<tr>
<td></td>
<td>CASCU 52,10</td>
<td>HATCHET</td>
</tr>
</tbody>
</table>

**CVE Group**

<table>
<thead>
<tr>
<th>TG 52,1</th>
<th>CTF 52,1</th>
<th>FEDERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**H I N E S - K E E P E R S**

<table>
<thead>
<tr>
<th>TG 52,2</th>
<th>F.D. Destroyers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AARON CARD</td>
</tr>
<tr>
<td></td>
<td>LINGOOSE</td>
</tr>
<tr>
<td></td>
<td>SHELL</td>
</tr>
<tr>
<td></td>
<td>LANTILUS</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TG 52,3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TG 52,4</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(C) **G U L F F I R E A N D C O V E R I N G F O R C E**

<table>
<thead>
<tr>
<th>TF 54</th>
<th>CTF 54</th>
<th>RUGBY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TENNESSE</td>
<td>JANTURD</td>
</tr>
</tbody>
</table>

Eastern Fire Support Group
(Unit assigned to support Demonstration Group and to subsequent bombardment of Eastern OKINAWA and adjacent islands.)

<table>
<thead>
<tr>
<th>TG 51,19</th>
<th>CTF 51,19</th>
<th>FREEBOOT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CTF 52</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ESTES</td>
<td>CRISSCROSS</td>
</tr>
<tr>
<td></td>
<td>CASCU 52,10</td>
<td>HATCHET</td>
</tr>
</tbody>
</table>

(D) **W E S T E R N I L A N D S A T T A C H G R O U P**
(KERMAK, RETTO, KISEI SHIMA)

<table>
<thead>
<tr>
<th>TG 51,1</th>
<th>CTF 51,1</th>
<th>VICEROY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>ST. MCKINLEY</td>
</tr>
<tr>
<td></td>
<td></td>
<td>KOFORD</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CASCU 51,1,10</td>
</tr>
</tbody>
</table>

Transport Group "F"

| TU 51,1,1 | (Covered by CVE's) |

Western Islands Tractor Flotilla TG 51,7

(F.D. destroyers to be designated)

<table>
<thead>
<tr>
<th>CTF 51,15</th>
<th>VICKI</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTF 51,20</td>
<td>TOY SAWYER</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CTF 51,2</th>
<th>SCORPION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CASCU 51,2,10</td>
<td>VERDAN</td>
</tr>
</tbody>
</table>

Transport Group "C"

| TU 51,2,1 | (Covered by CVE's) |

Demonstration Group Tractor Flotilla

<table>
<thead>
<tr>
<th>TU 51,2,6</th>
<th>(F.D. Destroyers to be designated)</th>
</tr>
</thead>
</table>

| (TG 51,8) | (F.D. Destroyers to be designated) |

**NOTE:** BRUNO does not normally control aircraft, which are under HATCHET. CASCU for Eastern Fire Support Group.)
ENCLOSURE ONE TO ANNEX ABLE
COMMANDER TASK GROUP FI, TY-EIGHT POINT ONE OPERATION PLAN 2-45

5. Command relationship at OKINAWA (Cont’d)

(F) NORTHERN ATTACK FORCE
(Northern half of main assault) (TG 51.11)

TF 53
CTF 53
-PACK 53
-ADAM
BUCKEYE
PAJUIT
BRIDEGROOM
CASCU 53,10
-BANJO

Northern Transport Group "A","B" CTG 51.11
(Covered by CVE’s)

Northern Tractor Flotilla TG 51.12
CTG 51.12
-MAIDEN
(BD774)
H. W. HADLEY
-ALFIE

(G) SOUTHERN ATTACK FORCE
(Southern half of main assault) (TF 51.13)

TF 55
CTF 55
-BALBOA
TETON
-PATRIARCH
CASCU 55,10
-POPE

Southern Transport Groups "D","E" CTG 51.13
(Covered by CVE’s)

Southern Tractor Flotilla TG 51.14
CTG 51.14
-ROOKS
(BD604)
-IRONCLAD

6. Special Calls:

<table>
<thead>
<tr>
<th>Group</th>
<th>Comdr.</th>
<th>F.D.O.</th>
<th>CASCU</th>
</tr>
</thead>
<tbody>
<tr>
<td>TF 51</td>
<td>MIZAC</td>
<td>DELEGATE</td>
<td>GLACIER</td>
</tr>
<tr>
<td>TG 51.1</td>
<td>VICEROY</td>
<td>BOXTOON</td>
<td>LIFEGUARD</td>
</tr>
<tr>
<td>TG 51.2</td>
<td>SCORPION</td>
<td>VENETIAN</td>
<td>BRUNO</td>
</tr>
<tr>
<td>TF 52</td>
<td>TROMAN</td>
<td>CRUSOE</td>
<td>HATCHET</td>
</tr>
<tr>
<td>TG 53</td>
<td>BUCKEYE</td>
<td>BRIDGEGROOM</td>
<td>BANJO</td>
</tr>
<tr>
<td>TF 54</td>
<td>RUGBY</td>
<td>IMELDOR</td>
<td>PATRIARCH</td>
</tr>
<tr>
<td>TF 55</td>
<td>BALBOA</td>
<td>PATRIARCH</td>
<td>CRACKER</td>
</tr>
</tbody>
</table>

Fighter Direction and Radar Picket Ships

<table>
<thead>
<tr>
<th>Ship</th>
<th>Voice Call</th>
<th>Ship</th>
<th>Voice Call</th>
</tr>
</thead>
<tbody>
<tr>
<td>VICKES</td>
<td>COGAC</td>
<td>W. L. ABLE</td>
<td>TITANIC</td>
</tr>
<tr>
<td>LUCE</td>
<td>MIRACILDER</td>
<td>CASSIN YOUNG</td>
<td>RADIUS</td>
</tr>
<tr>
<td>BENJON</td>
<td>BOLERO</td>
<td>GREGORY</td>
<td>STONEHOUSE</td>
</tr>
<tr>
<td>BRYANT</td>
<td>BERTAC</td>
<td>BROOK</td>
<td>DOGSTAR</td>
</tr>
<tr>
<td>FRITCHEET</td>
<td>BURCHIN</td>
<td>COVELL</td>
<td>SAGEBRUSH</td>
</tr>
<tr>
<td>STANLEY</td>
<td>CHRISCHRIST</td>
<td>BENNETT</td>
<td>POTTER</td>
</tr>
<tr>
<td>CALHOUN</td>
<td>ZILKATE</td>
<td>HUNT</td>
<td>VICTORIA</td>
</tr>
<tr>
<td>LEWIS H. COCKS</td>
<td>HARAJUDER</td>
<td>THE SULLIVANS</td>
<td>BLONDIE</td>
</tr>
<tr>
<td>HUDSON</td>
<td>CULBERT</td>
<td>AARON WARD</td>
<td>LONGBOSS</td>
</tr>
<tr>
<td>R. H. SMITH</td>
<td>POWERFUL</td>
<td>SHEA</td>
<td>THYOLUS</td>
</tr>
<tr>
<td>HALEYMAN</td>
<td>CANVAS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Message Drop Plane - BULLSEYE
SECRET

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

7. Miscellaneous

"CRASH" - Repeated three times is intended to clear a circuit for rescue messages.

"CONTACT" - Repeated three times is intended to clear a circuit for a message concerning contact with the enemy.

Point HOW) - See Enclosure THREE to Annex ITEM.
SOLO} etc)

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX ABLE - 7
ORIGINAL: AIR SUPPORT COMMUNICATIONS PLAN LOVE

35
1. DISPOSITIONS

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

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

(b)

CRUISING DISPOSITION
5-R
(NORMAL CRUISING)

CARRIERS

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Name of Ship</th>
<th>Station</th>
<th>Number of Carriers Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>HOLEST</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>FEBLICE</td>
<td>2,5200</td>
<td>2,5200, 2,5200</td>
</tr>
<tr>
<td>3</td>
<td>FEBLICE</td>
<td>2,5000</td>
<td>2,5000</td>
</tr>
<tr>
<td>4</td>
<td>FEBLICE</td>
<td>2,5100</td>
<td>2,5100</td>
</tr>
</tbody>
</table>

CTC 56.1
OpPlan 2-45
CRUISE DISPOSITION

5 - X
(TOTAL CRUISING)

1. (b) (cont'd)

BATTLESHIPS - CRUISING

<table>
<thead>
<tr>
<th>Heavy Ship</th>
<th>STATION DISPOSITION</th>
<th>Number of Heavy Ships Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>VINCENNES</td>
<td>5000: * 5000: 5000: 5000: 5000:</td>
</tr>
<tr>
<td>2</td>
<td>MASSACHUSETTS</td>
<td>4,5000: 4,5000: 4,5000: 4,5000:</td>
</tr>
<tr>
<td>3</td>
<td>WICHITA</td>
<td>4,120: 4,120: 4,120: 4,120: 4,120:</td>
</tr>
<tr>
<td>4</td>
<td>S.W. JUAN</td>
<td>4,5100: 4,5100: 4,5100: 4,5100:</td>
</tr>
<tr>
<td>5</td>
<td>VINCENNES</td>
<td>4,5300: 4,5300: 4,5300: 4,5300:</td>
</tr>
<tr>
<td>6</td>
<td>TENNESSEE</td>
<td>4,5300: 4,5300: 4,5300: 4,5300:</td>
</tr>
</tbody>
</table>

* DD’s may be substituted

TANKERS (When Present)

<table>
<thead>
<tr>
<th>Station</th>
<th>Number of Tankers Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4,500: 4,500: 4,500: 4,500:</td>
</tr>
<tr>
<td>2</td>
<td>4,500: 4,500: 4,500: 4,500:</td>
</tr>
<tr>
<td>3</td>
<td>4,500: 4,500: 4,500: 4,500:</td>
</tr>
</tbody>
</table>

INEX SEXTENT

Twelve (12) destroyers equally spaced on circle 6 except destroyers adjacent to DD’s take station on circle 6, 5. If directed all DD’s move out to circle 7.

FIGHTERS (TASK GROUP OPERATE 1 DEEP DENSITY)

<table>
<thead>
<tr>
<th>FIGHTER NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>6</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>8</td>
</tr>
</tbody>
</table>

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

CRUISING INSTRUCTIONS

1. (c)

CRUISING DISPOSITION
5 - VD
(DAY AIR DEFENSE)

CARLTON
S.A.E. AS FOR 5 - R

BATTLESHIPS AND CRUISERS
S.A.E. AS FOR 5 - R

EAST SCREEN

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

WEST SCREEN

S.A.E. AS FOR 5 - R

1. (d)

CRUISING DISPOSITION
5 - VD
(NIGHT OR LOW VISIBILITY AIR DEFENSE)

CARLTON
S.A.E. AS FOR 5 - R

BATTLESHIPS AND CRUISERS

<table>
<thead>
<tr>
<th>Number</th>
<th>Name of Ship</th>
<th>Number of Heavy Ships Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>VICKSBURG</td>
<td>5000 : * : * : 5000 : 5000 : 5000 :</td>
</tr>
<tr>
<td>2</td>
<td>MASSACHUSETTS</td>
<td>5060 : 5060 : 5060 : 5060 : 5060 : 5060 :</td>
</tr>
<tr>
<td>3</td>
<td>VINCENNES</td>
<td>5120 : 5120 : 5120 : 5120 : 5120 : 5120 :</td>
</tr>
<tr>
<td>4</td>
<td>ST. LOUIS</td>
<td>5130 : 5130 : * : 5130 : 5130 : 5130 :</td>
</tr>
<tr>
<td>5</td>
<td>BOSTON</td>
<td>5240 : 5240 : 5240 : 5240 : 5240 : 5240 :</td>
</tr>
<tr>
<td>6</td>
<td>IOWA</td>
<td>5300 : 5300 : 5300 : 5300 : 5300 : 5300 :</td>
</tr>
</tbody>
</table>

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

EAST SCREEN

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

WEST SCREEN

S.A.E. AS FOR 5 - R

CIC 56.1
OpPlan 2-45

CRUISING INSTRUCTIONS
1. (c)  

**SPECIAL DISPOSITION**  
5 - PD  
(PRE-DTIV LSTCH)

**CARRIERS**

- Carrier: Name of Ship: Station Assignment: 
- Station: Number: 

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>icket</td>
<td>0000</td>
</tr>
<tr>
<td>2</td>
<td>EMKATON</td>
<td>1,5200</td>
</tr>
<tr>
<td>3</td>
<td>LSP</td>
<td>4000</td>
</tr>
<tr>
<td>4</td>
<td>REHEN, TCO</td>
<td>4150</td>
</tr>
</tbody>
</table>

**PATROL SHIPS AND CRUISERS**

Same as for 5-R except BD in station 4,5060 shifts to station 4,050 and CH(stn) in station 4,5120 moves out to station 5,150.

**AFTER SCREEN**  
S.M. is for 5 - R

**PICKETS**

One or Two Picket DD's as directed by Convoy move into stations 20120 or 20150 and 20210, to act as Rendezvous Destroyers.

1. (f)  

**SPECIAL DISPOSITION**  
5 - ML  
(LIGHT LST/DLG)

**CARRIERS**

S.M. is for 5 - PD

**PATROL SHIPS AND CRUISERS**

S.M. is for 5 - PD

**AFTER SCREEN**

Destroyers shift stations as follows to act as Plane Guards:

<table>
<thead>
<tr>
<th>FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>5120</td>
<td>4,5100</td>
</tr>
<tr>
<td>5150</td>
<td>1,5150</td>
</tr>
<tr>
<td>6210</td>
<td>3250</td>
</tr>
</tbody>
</table>

**PICKETS**

S.M. is for 5 - PD

1. (g)  

**SPECIAL DISPOSITION**  
7 - F

All ships take stations as assigned by despatch.
2. TACTICAL INSTRUCTIONS

(a) USF 10% effective except as provided in paragraph 6 Part II to ANNEX "C" of CONTESTC 77 OPORD 2-45.

(b) Rudder Angle:

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

(c) Acceleration Rate:

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

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>0-15</td>
</tr>
<tr>
<td>4</td>
<td>15-21</td>
</tr>
<tr>
<td>2</td>
<td>21-23</td>
</tr>
<tr>
<td>2</td>
<td>23-24</td>
</tr>
<tr>
<td>3</td>
<td>24-25</td>
</tr>
<tr>
<td>4 per knot above 25</td>
<td></td>
</tr>
</tbody>
</table>

2. Deceleration Rate:

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

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

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

HORNET
BERMINGTON
T.S.P.
BELLBEAUX YOD

(e) When the Carrier Unit forms column, SHI JUNK take station astern of BELLBEAUX YOD.

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

3. MAN OVERBOARD

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

CTO 58-1
OpPlan 2-45
TOP SECRET

ANNEX D. CRUISING INSTRUCTIONS

3. MAN OVERBOARD (cont'd)

(a) Men required to wear kapok life jackets.

(b) Men tethered by strong Manila lines secured around body under arms.

(c) Safety line rigged for hand grip.

(d) Men assigned to a "Lifebuoy Watch Station" on each side of ship where life ring and float lights are instantly available. Life ring should have whistle, waterproof flashlight, mirror, and several markers attached for use by man in the water.

4. PICKET INSTRUCTIONS

Commander Screen be prepared to assign pickets in accordance with FIRSTCar TFI-13 when directed by the T.G.G. In making assignments, select DD's where possible, having adequate VHF equipment and qualified Fighter Director on board. It is intended that the picket destroyers remain inside TWS or VHF communication range, and stations should be adjusted accordingly. Picket stations are specified to provide:

(a) visual lookout post.

(b) point at which VHF may be orbited during the day to keep them at the most advantageous spot.

(c) Fighter Direction.

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

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

7. REFERENCE POINTS AND OPERATING AREAS

Geographic reference points, routes and general operating areas are set forth in ComPACFLT OpPlan No. 1-45, annex "D".
6. **SUBMARINE SAFETY LANES AND SUBMARINE OPERATING AREAS.**

   See Annex "ITE" and "JNM" hereto.

9. **BE ALERT FOR MINES.**

   AUTHENTICATED

   [Signature]

   LT. C. C. MCKINNEY
   Lieutenant, USNR
   Flag Secretary.
Cruising Disposition

5 & VM
For
Day Air Defense

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

BB

CV

CL

CV

DD's on straight line between heavy ships

ENCLOSURE "TWO" TO ANNEX "BAKER"

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.
CRUISING DISPOSITION
5-TH.
FOR NIGHT OR LOW VISIBILITY AIR DEFENSE

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

DO's on straight line between heavy ships.

ENCLOSURE "THERE" TO ANNEX "BAKER"
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.
CRUISING DISPOSITION
2-45
1. Course and speed of fuel lines as signalled by Task Group Commander.

2. Guide of the disposition is the ship in Station #1.

3. Guide of each fuel line is the port ship.

4. Guide of Zigzag line is senior ship in that line.

5. When no ships are on 2nd fuel line, Zigzag lines advance 2000 Yards.

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OpPlan 2-45
5-F
FUELING

ENCLOSURE SEVEN
ANNEX BAKER - CRUISING
TOP SECRET

ANNEX CHARLIE

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

FUELING AND LOGISTICS PLAN

PART I

GENERAL INSTRUCTIONS FOR FUELING

1. Fueling at sea will be conducted in accordance with instructions contained in USN 101, Section 5200 and Appendix 4 thereof.

2. Cruising disposition 5-R will normally be used for fueling. Four oiler stations are shown on the diagram of Cruising Disposition 5-R, Enclosure One to Annex BAKRE. Cruising Disposition 5-P will be used only when directed.

3. Ships not engaged in fueling will zigzag independently in vicinity of their station taking special care to avoid embarrassing other ships.

4. Ships are encouraged to engage in individual ship exercises such as steering casualty drill or gunnery if tactical situation permits after their fueling is completed and while awaiting for other ships to complete. Ships so engaged will take station astern of the disposition. The operations will be conducted by the senior officer in each station. Ships scheduled to fuel during the latter part of the fueling period should utilize the waiting period for such exercises. The Task Group Commander will endeavor to arrange sleeve target tow facilities and issue schedules in advance. Offset gunnery practices are especially recommended when feasible.

5. In the event of enemy air attack while fueling, the fueling will be discontinued on signal and the Victor disposition will be formed. In the event a small number of enemy spotters are contacted, fueling will not be discontinued until signaled. If an enemy surface contact is made while fueling, the fueling exercise will be discontinued on signal. Tankers, escorts and carriers will be prepared to withdraw to the disengaged side at best speed. In case of submarine attack or contact while fueling, the ship having the contact will immediately take an embarrassing depth charge attack. Fueling will be discontinued on signal.

6. Unless otherwise directed, all ships fuel to 95% except battleships which will fuel to Condition THIRTEEN.

7. Carriers take on the maximum amount of aviation gasoline possible while fueling. If the supply of aviation gasoline is so low as to require additional time alongside the tanker after fueling is completed, inform the Task Group Commander as to the estimated time of fueling and the additional time required to fill to capacity with aviation gasoline.

8. While fueling is in progress, ComScreen maintain one DD in the rear of the disposition at all times to act as tail back, and to escort carriers operating by method "Baker".

9. Carriers, battleships and cruisers will advise the Task Group Commander their estimated time of completion as soon as practicable after fueling has begun.

CTG 58.1
OpPlan 2-45

ANNEX CHARLIE-1

FUELING AND LOGISTICS
GENERAL INSTRUCTIONS FOR FUELING (Cont'd)

10. When an operating carrier runs beyond the screen, it will be accompanied by the nearest destroyer. If sufficient destroyers can be made available without delaying fueling or reducing screening below a safe number, ComScreen should have two DD's accompanying carrier, but carriers should make every effort to operate within the screen.

11. Fueling points are listed in paragraph 6 of Annex D of ConFIFTH Fleet Operation Plan 1-45. The reference points indicate the Northeast corner of the area which are rectangles extending fifty (50) miles to the South and one hundred (100) miles to the West.

12. All heavy ships be prepared to top off DD's at every opportunity. Normally DD's will be topped off as necessary to avoid getting below 75%. DD's below 75% will take on ballast.

13. Specific fueling plans will be issued by dispatch prior each fueling day.

14. Mail deliveries will be handled as directed by the T.O.C. Normally U.S. mail will be in the Tender or station M and the Flagship will fuel first that Tender. Any O.M. mail on the Flagship will be passed to the Tender and will in turn be distributed by the Tender to destroyers along-side commencing with the Second Destroyer as follows:

   Second Destroyer - U.S. and O.M. mail for all Carriers less Flagship.

   Third Destroyer - U.S. and O.M. mail for all BB's and CL's.

   Fourth Destroyer - U.S. and O.M. mail for all DD's of its Squadron.

   Fifth Destroyer - U.S. and O.M. mail for all DD's of its Squadron.

15. Ships receiving mail, freight or passengers from destroyers should not give other mail to destroyers alongside without first notifying and receiving orders from the Screen Commander or the T.O.C.

16. Outgoing Mail. Unless otherwise directed outgoing mail should be placed directly on Tenders only ship. Do not place Prior Covy on Tenders unless directed. The T.O.C. will advise when this duty will be collected.

LOGISTICS

1. Heavy ships of this Task Group will make every effort to supply destroyer requirements while topping off at sea. Exchange of urgently needed material between ships of the group tends to increase the overall fighting efficiency. Ships requiring material will inform the Task Group Commander.
2. Prior to scheduled fueling, ships having urgent requirements (other than replacement aircraft and pilots which are provided for in Paragraph 6210 \textit{FIRSTCar TPI-1A}) which may possibly be filled from LOGISTIC SUPPORT GROUP will submit requirements to the T.G.C. and directly to the Logistic Ship upon receipt of detailed fueling and replenishment instructions. Heavy ships on day prior to topping off take steps to insure that adequate amounts of bread and ice cream will be available for destroyers the following day.

3. All ships have empties, tanks and small arms brass ready for transfer to tankers during fueling. If weather conditions are suitable for transfer, the tankers will be requested by the Task Group Commander to accept them.

4. Attention is invited to paragraph 60(7) of \textit{ANNEX "M"} to ConNIP/TH Fleet OpPlan 1-45 which requires CV's, CVL's, CL's, CL(A)'s and DD's to be ready to effect transfer of ammunition at sea.

5. The following logistic services can be expected during this operation from the Logistic Support Group at sea.

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

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

\textit{AUTHENTICATED:}

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

CTG 58.1
OpPlan 2-45
ANEX DOG

COMMUNIC TASK GROU FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

GENERAL OPERATING INSTRUCTIONS

1. General: Except as otherwise specified, operations will be conducted in accordance with standard procedure prescribed in FirstCar TFI-1A and USF 10A as modified by FirstCar TFI-1A. The following are set forth as amplifying instructions.

   (a) All air operations will normally be conducted by Method "ABLE" (USF 10A) on strike days. This method will also be used for training exercises when deck loads of planes are to be launched or recovered. Method "Baker" (USF 10A) will normally be used for launching and recovery of routine patrols on days when no strikes are scheduled. If Method "Baker" operation cannot be conducted without the carrier involved going outside the screen, the T.G.G. will normally turn the formation to assist the operating carrier. This does not relieve the operating carrier of the requirement of taking station as far down wind as practicable or of having the patrol ready to launch or land in every respect before turning into the wind.

   (b) Minimum Wind For Air Operations: Normally 35 knots will be considered the desirable minimum relative wind for launching or strike days. If the surface wind is very light, (less than 7 knots) deck will be spotted for 30 knots of relative wind. On days other than strike days deck will be spotted for 30 knots of relative wind. A minimum relative wind of 30 knots will normally be used for landing. The minimum may be reduced to 25 knots if the surface wind falls below 5 knots.

   (c) Plane Crash: In case of a water crash landing, the destroyer nearest the crash will take immediate action to effect rescue of personnel. Heavy ships passing sufficiently near will throw overboard markers or float lights. Ships will not use the general signal "Victor Emergency" on TBS. The ship nearest to or observing the crash will broadcast the fact to the Task Group on TBS, giving the location of the crash relative to that ship. For example: "Plane crash my port quarter" or "Plane crash 500 yards on my starboard bow." The destroyer nearest the crash will notify the T.G.G. immediately on the TBS that he is proceeding to the location of the crash.

   (d) De-Gassing of Aircraft: Strict compliance with FirstCar TFI-1A paragraph 3700 is directed and as many planes as possible on the hangar deck shall be kept de-gassed at all times. This procedure, however, is not to interfere with scheduled flight operations. Unless otherwise directed, all planes on the flight deck will be kept fully gassed.

   (e) Arming: Attention is invited to FirstCar TFI-1A paragraph 3710. Early morning strikes and sweeps will be armed just before take-off. The second strike or sweep will be armed as soon as the first strike has taken off.

   (f) Launching, Landing, Rescouting, Rearming (except planes not scheduled to go out again that day), and servicing will always be completed as expeditiously as possible. The possibility of launching the next strike early must always be anticipated.
2. Aircraft Operations

(a) Day Rendezvous: Enclosure Four to Annex "BAKIR", Day Rendezvous Sector Diagram assigns a rendezvous sector relative to the Fleet Axes to each carrier. The flight path from each carrier to its respective sector is also shown in this enclosure.

(b) Day Break-up and Landing: Returning planes will take station in their prescribed rendezvous sectors until receiving "Prep Charlie". At that time, they will follow the usual landing procedure.

(c) Pre-Dawn Launches (other than VP(N)).

1. Enclosure Five to Annex "BAKIR", Pre-Dawn Launch Diagram prescribes the formation to be used for pre-dawn launches. Rendezvous point destroyers are stationed in accordance with paragraph 3535 FirstCar TF1-LA. Unless otherwise directed. Lighting Measure Green (FirstCar TF1-LA paragraph 3534) will be used. Rendezvous point DD’s will display red glow lights and direct a screened 12” search light toward the launching carrier.

2. Carrier Glow light colors are assigned as follows:

- HORNET - Red
- HASS - Green
- WASHINGTON - Amber
- HEIMLLIND - Blue

All ships directed to show lights will follow the movements of the Task Group flagship in turning on and off truck lights.

3. Carriers should show glow lights for about 5 minutes after the last plane has been launched to facilitate rendezvous. Each rendezvous point DD will show a red screened search light and red glow light until the rendezvous in its sector is completed.

(d) Night Landings (other than VP(N)): Although no night landings are anticipated, the formation shown in Enclosure Six to Annex "BAKIR" Night landing diagram has been devised to meet such contingency. The procedure prescribed in FirstCar TF1-LA paragraph 3539 will be used. Lighting Measure Red (FirstCar TF1-LA paragraph 3534) will be used unless otherwise directed. Rendezvous point DD’s will show red screened search lights and glow lights.

(e) Safety Lane

1. Strike leaders will make every effort to keep their planes together when returning from strikes. Planes should close up in a tight formation prior to reaching the strike pickets and remain closed up until arriving over their Task Group. Stragglers should join up in as large groups as far as possible before reaching the strike pickets. Strict compliance with this procedure is essential in order to enable Fighter Directors to keep track of all groups of friendly planes and to prevent enemy planes from following our planes into the Task Force Disposition.
2. Returning strikes will follow the prescribed safety lane. Failure to make turns around the strike pickets in the prescribed manner will result in needless investigation by the CIP and increase the danger of our own gunfire to returning planes as well as create confusion during interception of enemy aircraft. In an emergency which is the only exception to this requirement, the plane in question should obtain prior permission from the T.C.C. before flying in directly from a prohibited sector.

3. Where weather permits, returning strikes will approach strike pickets at an altitude of 3000 feet followed by a gradual let-down to 1000 feet not less than 5 miles outside the destroyer screen. If weather does not permit a 3000 foot approach, it will be made at 1000 feet.

4. All planes will observe the Standard Approach Procedure specified in USP 70A paragraph 5230, BUT NOT paragraph 4, Part III, of Annex "G" to CTF 58 OpOrder 2-45. Flats on approach Strike Pickets from any bearing but the approach must be in a non-threatening manner.

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

   HORNET        one flash
   VAMP          two flashes
   REMINGTON     three flashes

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

   (c) General

   1. Method "H.E.L.I." will be used for all night recoveries. When the course being steamed is not satisfactory for catapulting, the entire formation will be changed as necessary.

   2. Pilots will not shoot without visual identification or "judy".

   3. Condition Eleven (11) for VF(N) requires one plane on the catapult and stand-by planes ready to be launched. Pilots, crew, and catapult personnel must be prepared to launch the first plane within 10 minutes, and anticipate this as much as possible.

   4. If the signal "Prepare to launch VF(N)" is given, engines will be turned up, pilots will man planes and all preparations made to launch on a moment's notice.
5. Condition Ten (10) for VF(N) requires one plane on the catapult and stand-by plane ready to be launched. Pilots will be in their planes with engines warmed up. Crews and catapult personnel will be on station.

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

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

4. Hunter-Killer Operations

Any plane sighting enemy submarines will:

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

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

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

5. Destroyer Mail Deliveries of Photographs:

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

CTG 58.1
OpPlan 2-45
(b) Every attempt will be made to coordinate this trip with other necessary deliveries and pick-ups.

6. Hung Bombs

(a) Pilots will make every effort to release hung bombs and fire dud rockets prior to returning to the Task Group. Planes which are unable to release hung bombs will request instructions from their parent carrier prior to landing. All bomb-boys and external bomb racks will be inspected visually by rear seatmen or by other planes prior to landing aboard.

(b) Careful instruction of pilots and constant vigilance on the part of loading crews and ordnance upkeep personnel should greatly reduce the number of hung and dud bombs and rockets.

(c) A report of all hung and dud bombs and cause, if determined, will be included in AC-1 reports.

(d) In the absence of other instructions pilots will jettison all unused bombs (torpedoes or depth bombs not included) prior to landing aboard.

AUTHENTICATED:

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

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

AIR PLAN

1. Specific targets are assigned in order of their importance in Target and Aiming Enclosures. Since there is no assurance of good bombing weather over TG 58.1's targets, it is important that pilots be briefed thoroughly on primary targets assigned to other Task Groups. Flight leaders must be prepared to strike strong blows where it hurts the most.

2. The Japs are still using airborne decoys to a good advantage. These tactics accomplish the division and weakening of our units to give themselves numerical superiority and the nullification of a concentrated attack against the assigned target. The presence of a small number of airborne enemy VF must not prevent a VF strike from completing its mission.

3. Pilots must carry charts covering all areas over which planes may fly. This is especially important in the case of search planes. Having charts available will enable pilots to report the position of enemy ships relative to the nearest land and will reduce the possibility of navigational error to a minimum. Special Rescue Reference Charts are provided to fix the position of downed pilots. Generally, chart board material should be kept to an absolute minimum with the elimination of all information which will be of value to the enemy.

4. In addition to the extra life rafts carried by the KG.P, the R.P.C.P. will carry two bomb rack life rafts. This requirement has been made because of frequent ditchings in the vicinity of Radar Picket Destroyers.

5. AA can best be reduced by VF. Only when successive strikes are ordered to hit important targets, should AA positions be assigned to VB for bombing. Elimination of AA around a target is impossible and the striking force of our groups must be directed against lucrative military objectives. The use of flak information combined with well coordinated and quickly delivered attacks remains the best defense against enemy AA. Flak charts will be supplied where information of enemy gun positions is sufficiently accurate to compute best approach and retirement courses.

6. If the Task Group's position is off the scheduled track, the Task Group Commander will send a despatch reading "sunset xxxx" for purposes of computing schedules.

7. Each pilot should be familiarized with the flight schedule to the extent of knowing his regular landing time and the next scheduled landing time. With this knowledge, a pilot running into an unusual situation will know whether to conserve fuel or pour on the coal in returning to his ship. In this same connection, pilots must be certain that an emergency landing is not a deferred landing before asking to land aboard. Too few pilots realize the factors involved and the cost of breaking a dock spot for emergency landings on strike days. When emergency landings are necessary, pilots automatically should go to the first available open dock in this or other Task Groups.
8. Flight Coordinators, Search Pilots and Flight Leaders from each ship should be alert to keep the Task Group Commander advised of the weather and the situation in the areas searched or at the target areas as the case may be. Broadcast a brief report concerning the results of the mission several times on High Frequency blind while over the target. When within 60 miles of the Task Group, call the T.C.C. on VHF to determine whether the report was received and if not the report should be repeated. These reports will permit strikes not yet airborne to be advised of the presence of lucrative targets and will greatly facilitate air operations and reduce the number of flights sent into bad weather.

9. Where VF(N) radio linking planes are used in the schedules, such planes shall not be flown by VF(N) pilots if the parent carrier has Night Fighter duty the same night.

10. Bullets should not be wasted on previously damaged aircraft. The Japs are using old planes as decoys and generally place them in the center of a large parking area. Good planes will usually be found adjacent to the runways or on the outer perimter of a large group. Operational and non-operational planes alike have been found in revetments.

11. Under normal cruising conditions when proceeding to and from target areas, the carrier having the airborne C.P will keep 8 VF in Condition 12. On strike days, definite conditions of readiness are called for in the schedules.

12. Some Target and Flight Coordinators are assigned in the flight schedules where there is a possibility of airborne enemy opposition in strength. In these cases, the Target Coordinators should release groups from other carriers to hit specifically assigned targets as soon as the situation permits. Another duty of Target and Flight Coordinators is to control planes from TG 58.1 on Support Missions until the Air Coordinator establishes contact and takes over control.

13. Air Coordinators are specifically assigned in certain schedules and their duties begin and end over the target areas. They must reconnoiter the objective areas and use strike planes to the best advantage.

14. Flight Leaders are automatically assigned from each air group on all strikes, but a succession of command should be clearly established to insure the successful execution of all missions.

15. It is felt that best results are obtained when air groups work individually on separate targets. However, there will be times when air groups can find protection in mutual support, and to that end, targets for all ships within a given strike area as close together as the situation permits. It is entirely possible for all groups to proceed in company to their separate targets by traveling a very few extra miles.
16. Flight Leaders will rendezvous their planes after the attack and return separately. It is their responsibility to keep stragglers to a minimum and if practicable, make a second rendezvous at the picket destroyers. VF cover will search astern to prevent any enemy planes from following returning strikes through friendly lanes to the Task Force.

PHOTOGRTAPHIC INSTRUCTIONS

17. REFERENCES

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

18. PHOTOGRTAPHIC COVERAGE

(a) Complete photographic coverage will be made of all assigned targets and target areas for purposes of damage assessment and reconnaissance. Obliques are a valuable supplement, particularly for shipping. For purposes of damage assessment and to substantiate claims, a determined effort will be made to photograph assigned shipping targets, both before and after attack. Photo planes, where available should accompany every shipping strike.

(b) Coverage will be secured with a minimum expenditure of time and material by careful planning of flight lines and careful briefing of photographic pilots.

(c) On all strike days, the two photo planes attached to the CV Air Groups and the one attached to the BELLEAU WOOD will each be flown on at least two photo missions, so that complete target reconnaissance and damage assessment coverage may be secured.

19. PHOTOGRTAPHIC PILOTS

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

20. ESCORT PLANES

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

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

AIR PLAN (Cont'd)

21. FOUR PLANE PHOTO TEAM:

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

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

AUTHENTICATED

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

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ANNEX EASY - 4
AIR PLAN
ENCLOSURE ONE TO ANNEX EASY
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE
OPERATION PLAN 2-45
AIR PATROL SCHEDULE

| TIME  | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN |
|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 0:30  |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 2:40  |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 4:50  |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 7:00  |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |

PLANES REQUIRED

| DCAP | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
|      | 12VF | 12VF | 16VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF | 12VF | 16VF |

VF(N) DUTY

| WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|

NIGHT DECK SPOT FORWARD DUTY

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SUNRISE TABLE

| TIME | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN | WASP | BENN | HORN |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
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| 0:615|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 0:620|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 0:625|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| 0:630|      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
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NOTE 1: ZERO (0) HOUR FOR PURPOSES OF THIS SCHEDULE IS SUNRISE COMPUTED TO THE CLOSEST FIVE MINUTES.
NOTE 2: LAND PLANES FIFTEEN MINUTES PRIOR TO SUNSET.
NOTE 3: A continuous patrol schedule is provided but Strike Day Schedules supersede and replace same when placed in effect.
NOTE 4: SNASP. See TFI-1A paragraph 3362, diagram 3-D.
NOTE 5: VF(N) Duty is for period of darkness commencing thirty minutes before sunset on day scheduled.

In all other respects paragraph 3510 of TFI-1A and paragraph 5 Part III to Annex C, ComFIRST CarTaskForFac No. 2-45 are applicable.
### Top Secret

**Commander Task Group Fifty-Eight Point One Operation Plan 2-45**

**Estimated Standard Flight Schedule**

(To be used as ordered)

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

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

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

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CTG 58.1  
OpPlan 2-45  

ENCLOSURE TWO TO ANNEX EASY  
STANDARD FLIGHT SCHEDULE
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<tr>
<td>1500</td>
<td>RCW/F #4</td>
<td>Launch</td>
<td>16</td>
<td>16</td>
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<td>1530</td>
<td>1 GEORGE</td>
<td>Launch</td>
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<td>Launch</td>
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<td>1600</td>
<td>1 EASY</td>
<td>Land</td>
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<td>RCW/F #3</td>
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<td>1600</td>
<td>DOG/F #3</td>
<td>Land</td>
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<td>1845</td>
<td>1 GEORGE</td>
<td>Land</td>
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<td>RCW/F #4</td>
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<td>1845</td>
<td>DOG/F #4</td>
<td>Land</td>
<td>8</td>
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<tr>
<td>1845</td>
<td>RCW/F #4</td>
<td>Land</td>
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<td>4</td>
<td>4</td>
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</tr>
</tbody>
</table>

NOTE: #1. % Indicates that planes are to be catapulted if wind is favorable.
ENCLOSURE THREE TO ANNEX EASY

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

(Note 2) BALLTU WOD launch 10 VF search in place of L BELE to land with 1 BAKK. No afternoon searches required.

(Note 3) If HAPPY PLUS ONE ALTERNATE is effective, TG 58.1 covers two rescue stations. Carrier providing HC's add 1 VF and reduce cover over each to 2 VF.

(Note 4) Condition 10 duty for 8 VF

0630 - 0900 BAILITU WOOD
0900 - 1200 HORNET
1200 - 1530 LSF
1530 - 1815 PENINGTON

Carriers keep 4 to 8 VF in Condition 11 at all times as practicable.
<table>
<thead>
<tr>
<th>STRIKE</th>
<th>SHIP</th>
<th>PLACES</th>
<th>ARMING PL.N.</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ABLE</td>
<td>HORNET</td>
<td>VF</td>
<td>None</td>
<td>HORNET hit 553 HEITO NORTH and 554 HEITO.</td>
<td></td>
</tr>
<tr>
<td>1 MOLD</td>
<td>HORNET</td>
<td>VF</td>
<td>BELLAMU COOD hit 562 CHOSUKU and 565</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>HORNET</td>
<td>VF</td>
<td>ROCKETS</td>
<td>HORNET hit 560 T.K.I.O, 562 CHOSUKU,</td>
<td></td>
</tr>
<tr>
<td>1 BAKER</td>
<td>HORNET</td>
<td>VF</td>
<td>2 - 500#</td>
<td>HORNIT hit 551 OIL, 556 T.K.I.O.</td>
<td></td>
</tr>
<tr>
<td>1 CH.RILL</td>
<td>HORNET</td>
<td>VF</td>
<td>George</td>
<td>ROCKETS. Alternate Target is 554 HEITO.</td>
<td></td>
</tr>
<tr>
<td>1 KLF</td>
<td>HORNET</td>
<td>VF</td>
<td>Primary</td>
<td>HARBORS. Alternate Target is 554 HEITO airfield.</td>
<td></td>
</tr>
<tr>
<td>1 DOG</td>
<td>HORNIT</td>
<td>VF</td>
<td>2 - 500#</td>
<td>HORNIT hit 555 TOSHIEN, 556 TOSHIEN</td>
<td></td>
</tr>
<tr>
<td>1 E.SY</td>
<td>HORNIT</td>
<td>VF</td>
<td>2 - 500#</td>
<td>HORNIT hit 555 TOSHIEN, 556 TOSHIEN</td>
<td></td>
</tr>
<tr>
<td>1 B. WOOD</td>
<td>HORNIT</td>
<td>VF</td>
<td>2 - 500#</td>
<td>HORNIT hit 555 TOSHIEN, 556 TOSHIEN</td>
<td></td>
</tr>
<tr>
<td>1 FOX</td>
<td>HORNIT</td>
<td>VF</td>
<td>Option</td>
<td>HORNIT hit 554 HEITO airfield. Alternate</td>
<td></td>
</tr>
<tr>
<td>1 GEORGE</td>
<td>HORNIT</td>
<td>VF</td>
<td>2 - 500#</td>
<td>HORNIT hit 554 HEITO airfield. Alternate</td>
<td></td>
</tr>
</tbody>
</table>

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

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

CTG 58.1
OpPlan 2-45
PHOTOGRAPHIC REQUIREMENTS FOR PLAN HAPPY

HAPPY AND HAPPY PLUS ONE DAY

1. Each carrier will obtain target reconnaissance and damage assessment photos of its assigned target areas. The VASP will be particularly responsible for coverage of TAKAO HARBOR, the BENJINGTON of TOSHIEH HARBOR, and the HORNET of HELIO AIRFIELD.

2. If assigned targets have to be shifted, be prepared to secure coverage of all important targets and airfields in the new target areas.

3. All required prints will be collected by destroyer at dawn on the days following the strikes. All negatives will be collected at noon HAPPY PLUS TWO DAY.
|-----|-------|----------|------|----|----|----|----|----|----|----|----|

CTG 58.1
OpPlan 2-45

PLACEMENT SQUEEZE FOR LUCKY AND LUCKY PLUS ONE DAY
TOP SECRET

ENCLOSURE SIX TO ANNEX EASY

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

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

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

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

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

Note 4 - Condition 10 duty for 8 VF:

0545 - 0615  BELLEAU WOOD
0615 - 1130  WASP
1130 - 1400  HORNET
1400 - 1730  HERRINGTON

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

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

**ENCLOSURE SEVEN TO ANNEX EASY.**

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

**TARGET AND AIMING SCHEDULE FOR LUCKY DAY**

<table>
<thead>
<tr>
<th>STRIKE</th>
<th>SHIP</th>
<th>PLANES</th>
<th>AIMING PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ABLE</td>
<td>HORNET</td>
<td>20VF</td>
<td>None</td>
</tr>
<tr>
<td>BENN</td>
<td>16VF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEARCH #1 B.WOOD</td>
<td>10VF</td>
<td>Rockets</td>
<td>Yoke search 270°-290°, distance 325 miles</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 VF for radio links</td>
</tr>
<tr>
<td>1 BAKER</td>
<td>HORNET</td>
<td>16VF</td>
<td>Rockets or Planes proceed to target in company</td>
</tr>
<tr>
<td></td>
<td>WASP</td>
<td>12VF</td>
<td>2 - 500 HORNET hit 314 KANOYA and WASP and</td>
</tr>
<tr>
<td></td>
<td>BENN</td>
<td>12VF</td>
<td>G.P., N.D. BERINGSTON hit 315 KANOYA E.A.S.T. Reconoiter fields as follows HORNET 316 TAPA-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>YAK, 325 CHIRAH and 360 TAIWAN; WASP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>326 BYU and 328 IBUSUKI; BERINGSTON 313</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>KUSHIRA, 312 SHIBUSHI and 311 S.KITI</td>
</tr>
<tr>
<td>1 CHARLIE</td>
<td>HORNET</td>
<td>20VF</td>
<td>Option HORNET hit 314 KANOYA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VT</td>
</tr>
<tr>
<td></td>
<td>WASP</td>
<td>20VF</td>
<td>WASP hit 315 KANOYA E.A.S.T</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VT</td>
</tr>
<tr>
<td></td>
<td>BENN</td>
<td>20VF</td>
<td>BENNINGTON hit 313 KUSHIRA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VB</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>15VT</td>
</tr>
<tr>
<td></td>
<td>B.WOOD</td>
<td>8VF</td>
<td>BELLEAU WOOD hit reported fields on T.JOS. SHIL</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>6VT</td>
</tr>
<tr>
<td>1 DOG</td>
<td>WASP</td>
<td>16VF</td>
<td>Rockets or WASP hit 315 KANOYA E.A.S.T.</td>
</tr>
<tr>
<td></td>
<td>BENN</td>
<td>16VF</td>
<td>2 - 500 BENNINGTON hit 314 KANOYA</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G.P., N.D.</td>
</tr>
<tr>
<td>1 E.S.Y</td>
<td>HORNET</td>
<td>12VF</td>
<td>Rockets or Hits fields reconnoitered on 1 B.KER</td>
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<tr>
<td></td>
<td>WASP</td>
<td>16VF</td>
<td>2 - 500</td>
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<td></td>
<td>BENN</td>
<td>16VF</td>
<td>G.P., N.D.</td>
</tr>
<tr>
<td></td>
<td>B.WOOD</td>
<td>8VF</td>
<td>BELLEAU WOOD hit T.JOS. SHIL</td>
</tr>
<tr>
<td>1 FOX</td>
<td>HORNET</td>
<td>16VF</td>
<td>Option Same as 1 CHARLIE except BELLEAU WOOD</td>
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<tr>
<td></td>
<td>WASP</td>
<td>16VF</td>
<td>be prepared to join HORNET strike if no</td>
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<td></td>
<td></td>
<td></td>
<td>good targets at T.JOS. SHIL</td>
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<td>12VT</td>
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<td></td>
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<tr>
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<td></td>
<td></td>
<td>6VT</td>
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**SEARCH #2 BENN | 6VF | Rockets | Same as SEARCH #1 except fly 2 planes sections |

**1 GEORGE WASP | 12VF | 2 - 500 |
| BENN | 12VF | G.P., N.D. |
**TOP SECRET**

**ENCLOSURE EIGHT TO ANNEX EASY**

**COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE**

**OPERATION PLAN 2-45.**

**TARGET AND ARRIVAL SCHEDULE FOR LUCKY PLUS ONE D.Y.**

<table>
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<tr>
<th>STRIKE</th>
<th>SHIP</th>
<th>PLANES</th>
<th>HITTING PLAN:</th>
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<tbody>
<tr>
<td></td>
<td>HORNET</td>
<td>20VF</td>
<td>None: Planes proceed to target in company, and</td>
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<tr>
<td>1 ALB</td>
<td>BENNY</td>
<td>16VF</td>
<td>If situation permits. HORNET hit 314</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>KNOY and BENJIGN hit 315 KNOY, E.S.T.</td>
</tr>
<tr>
<td>SEARCH #1</td>
<td>B.N.OCD</td>
<td>10VF</td>
<td>Rockets: Same as SEARCH #1 LUCKY D.Y.</td>
</tr>
<tr>
<td></td>
<td>HORNET</td>
<td>16VF</td>
<td>Rockets or: HORNET hit 317 MY.KONOJO.</td>
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<tr>
<td>1 B.KIR</td>
<td>M.SP</td>
<td>12VF</td>
<td>2 - 500# M.SP hit 330 IZUMI.</td>
</tr>
<tr>
<td></td>
<td>BENNY</td>
<td>12VF</td>
<td>G.P., N.D.: BENJIGN hit 322 NAGASHIMA.</td>
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<td></td>
<td>HORNET</td>
<td>VF, VB</td>
<td>Option: Hit targets as in 1 B.KIR.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&amp; VT</td>
<td></td>
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<tr>
<td>1 CHIFFLE</td>
<td>M.SP</td>
<td>VF, VB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BENNY</td>
<td>VF, VB</td>
<td>&amp; VT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&amp; VT</td>
<td></td>
</tr>
<tr>
<td>B.N.OCD</td>
<td>VF, VT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M.SP</td>
<td>16VF</td>
<td>Rockets or: M.SP hit 315 KNOY, E.S.T.</td>
</tr>
<tr>
<td>1 DOG</td>
<td>BENNY</td>
<td>16VF</td>
<td>2 - 500# BENJIGN hit 314 KNOY.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>G.P., N.D.:</td>
</tr>
<tr>
<td></td>
<td>HORNET</td>
<td>12VF</td>
<td>Rockets or: HORNET hit 362 MY.KONOJO, NORTH/send 363</td>
</tr>
<tr>
<td>1 E.SY</td>
<td>M.SP</td>
<td>16VF</td>
<td>2 - 500# KOKOLOTO. M.SP hit 319 KOKUBU and 320</td>
</tr>
<tr>
<td></td>
<td>BENNY</td>
<td>16VF</td>
<td>G.P., N.D.: BONCHI. BENJIGN hit 321 KOKOLOTO and</td>
</tr>
<tr>
<td></td>
<td>B.N.OCD</td>
<td>8VF</td>
<td>329 ICHIT. BELLUM NOOD hit 316 SHIKINE.</td>
</tr>
<tr>
<td></td>
<td>HORNET</td>
<td>VF, VB</td>
<td>Option: Same as 1 CHIFFLE on LUCKY D.Y.</td>
</tr>
<tr>
<td>1 FOX</td>
<td></td>
<td></td>
<td>&amp; VT</td>
</tr>
<tr>
<td></td>
<td>M.SP</td>
<td>VT, VB</td>
<td>&amp; VT</td>
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<tr>
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<td>BENNY</td>
<td>VF, VB</td>
<td>&amp; VT</td>
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<tr>
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<td>B.N.OCD</td>
<td>VF, VT</td>
<td>&amp; VT</td>
</tr>
</tbody>
</table>

**SEARCH #2**

| B.N.OCD | 6VF | Rockets: Same as SEARCH #2 LUCKY D.Y. |
| HORNET | 12VF | Rockets or: HORNET hit 314 KNOY. |
| 1 GEORGE | M.SP | 12VF | 2 - 500# M.SP hit 315 KNOY, E.S.T. |
| BENNY | 12VF | G.P., N.D.: BENJIGN hit 313 KUSHIR. |

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

--

CTG 58.1

CpPlan 2-45

ENCLOSURE EIGHT TO ANNEX EASY.

TARGET AND ARRIVAL SCHEDULE FOR LUCKY PLUS ONE D.Y.
TOP SECRET

ENCLOSURE NINE TO ANNEX EASY

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

PHOTOGRAPHIC REQUIREMENTS FOR PLAN LUCKY

LUCKY AND LUCKY PLUS ONE DAY

1. Each carrier will obtain target reconnaissance and damage assessment photos of its assigned areas. H.M.S.P. will be responsible for coverage of KANOKA EAST, EYU, ISUSUKI, IKUNI, ROKUSHI, and KOKUBU. PENNINGTON will be responsible for coverage of KUSHIRA, SHIBUSHI, SAKITA, KAGOSHIMA, YAKIMOTO, and ICHIKI. HORNET will be responsible for coverage of KANOA, T.MAYA, TOJUNBARA, CHIRAN, MIYAKOJO, MIYAKONJO HONMI, KORISO, and SHIKINE. HELLENYU would be responsible for CHIRA and INUJO on TANEGA SHIMA. Coverage on all assigned airfields will be secured in order of their importance.

2. The four plane photo team on the HORNET will obtain the coverage of southern KYUSHU outlined as Mission "A" in Phase LUCKY photo plan, ComFIFTHCAR Task Force OpOrder 2-45, Annex D, Appendix 2.

3. All required prints will be collected by destroyer at dawn on the days following the strikes. All negatives will be collected at noon of LUCKY PLUS THREE DAY.

4. If shipping strikes are ordered, carriers will adjust flight schedules to send photographic planes with such strikes.
# FLIGHT SCHEDULES FOR LOVE MINUS NINE AND LOVE MINUS EIGHT DAYS

| Sunrise | 0628 |
| Sunset | 1830 |

<table>
<thead>
<tr>
<th>TIME</th>
<th>NAME</th>
<th>STATION</th>
<th>LAUNCH</th>
<th>HORNET</th>
<th>WASP</th>
<th>PENN.</th>
<th>B.</th>
<th>WOOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>0600:1</td>
<td>DC#1</td>
<td>:Launch :</td>
<td>:8:</td>
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CTG 58.1
OpPlan 2-45

ENCLOSURE TEN TO ANNEX EASY
FLIGHT SCHEDULES FOR LOVE MINUS NINE AND LOVE MINUS EIGHT DAYS
FLIGHT SCHEDULES FOR LOVE MINUS NINE AND LOVE MINUS EIGHT DAYS (Cont'd)

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

Note 2.  * Indicates Flight Coordinator who establishes contact with Air Coordinator (AC).

Note 3.  Condition 10 duty for 8 VF

- 0600 - 0830 BELLEAU WOOD
- 0830 - 1130 PASS
- 1130 - 1430 HORNET
- 1430 - 1730 BENNINGTON

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

Note 4.  RCAP covers Rescue Station 8.

NOTES TO ADAPT LOVE MINUS NINE DAY SCHEDULE TO LOVE MINUS EIGHT DAY

Note 5.  No RCAP required on LOVE MINUS EIGHT DAY. BELLEAU WOOD keep 2 VF in Condition 11 for seaplane rescue mission.

Note 6.  With Strikes ABLE through GEORGE launch 8 VF CAP to report to FDO in MELON WARD (DM) in order BENNINGTON, PASS, HORNET. Times on station: (A) 0645-0815, (B) 0815-0945, (C) 0945-1110, (D) 1110-1230, (E) 1230-1355, (F) 1355-1530, (G) 1530-1730. Reduce strikes if necessary to provide CAP.
SECRET

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

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

1. T.G. 58.1 launches sweeps, strikes and photo reconnaissance missions against enemy defensive installations on islands in KURILS RETTO and KEISAN SHO (HORNET photographs IEB SHIMA as well), with emphasis on landing areas near landing beaches.

2. An Air Coordinator (AC) is provided to employ these flights against best targets. In the absence of instructions from the A.C. the following areas are assigned:

   HORNET and WASP - TOKSHIK JIMA
   BENNINGTON - KEISAN SHO
   BELLEAU WOOD - ILIB SHIMA

3. See Appendix Three to Annex D, ComFIRSTCor Task Force OpOrder 2-45 (Phase LOWE Photo Plan) and see Enclosure TWELVE to this Annex.

4. Use napalm, bombs, rockets, and machine guns in saturation tactics. TFI-LA arming plan TAUZ recommended.

5. Rendezvous point for A.C.'s and flights is ten miles South of YAKEL SHIMA.

6. BELLEAU WOOD launches YONE search 320° to 000°, distance 325 miles, employing 2 VF as radio links.

CTG 58.1
OpPlan 2-45
SECRET

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

PHOTOGRAPHIC REQUIREMENTS FOR PLAN LOVE

LOVE MINUS NINE DAY

1. Every effort will be made to secure as soon as possible on LOVE MINUS NINE DAY the coverage outlined as Mission "A" in Phase LOVE Photo Plan, ComFIRST CAR Task Force Order 2-45, Annex D, Appendix Three. WASP will secure low obliques of TAIKUNA JIL, and the other islands of the western KERMIK NETTO. BENNINGTON will secure low obliques of NAYE SHIMA and KEISAN SHO. The four plane photo team on the HORNET will secure all vertical mapping and the low obliques of IE SHIMA. The Task Group Commander will be kept informed of the progress of the photo missions and will be given a complete report on or before 1630.

2. (a) Six prints of sorts of mission "A", exclusive of IE SHIMA will be prepared. At least two of these sets will be printed with the hand printer and fully titled. The Sonne roll prints will have each exposure numbered and need only be titled at the beginning and end of the roll.

(b) No prints from mission "A" are required for PHOTO GROUP T'O, and unless otherwise directed no selected sets of these missions are required.

3. The prints and negatives from Mission "A" will be wrapped and addressed to Commander Task Force FIFTY-T'O. They will be collected by destroyer at dawn of LOVE MINUS EIGHT DAY for delivery to the Task Group Commander who will forward to C.T.F. 52. HORNET be prepared to drop these prints at ESIES.

LOVE MINUS EIGHT AND SUCCEEDING DAYS

1. Obtain the photo coverage required by Commander Task Force FIFTY-T'O, if it is not obtained on LOVE MINUS NINE.

2. Carriers will obtain oblique and vertical photos as directed of the landing beaches and the areas adjacent to the beaches to uncover all enemy installations.

3. Prints and Negatives,

(a) Negatives will be retained unless otherwise ordered.

(b) All carriers will be prepared to print selected sets of prints in quantity for delivery to Commander Task Force FIFTY-T'O.
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Note 1. * Indicates Flight Coordinator who establishes contact with Air Coordinator (AC) or in the case of the TCAP's with the Force FDC in the ESTES.

Note 2. Condition 10 for 8 VP 0600 - 0745 BELLEAU WOOD
0745 - 1030 BENGINGTON
1030 - 1330 NASP
1330 - 1700 HORNET

Carriers keep 4 to 6 VP in Condition 11 at all times as practicable.

Note 3. TCAP over station #7 required on LOVE Minus SEVEN only. On LOVE Minus FOUR and LOVE Minus THREE use TCAP to keep up support strikes on MINUS DAITO as situation indicates.

Note 4. On LOVE Minus FOUR and LOVE Minus THREE TG 56.4 provides A.C., and planes assigned this mission on LOVE Minus SEVEN can be used to increase strikes as practicable on LOVE Minus FOUR and LOVE Minus THREE.
SECRET

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

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

1. 24 plane TCAP reports as a group to Force F.D.O. in ESTES, who will assign stations. Relieve on station every one and one half hours.

2. SEARCH #1 HORNET and WASP fly Yokosuka search 330° to 000° and 000° to 040°, distance 325 miles respectively. Both provide radio linking planes.

3. SEARCH #2 same as SEARCH #1 except that BERNING ON EXCHANGED FOR HORNET.

4. Searches for LOVE MINUS FOUR and LOVE MINUS THREE are same as for LOVE MINUS SEVEN. Planes should keep clear of KYUSHU and FORMOSA coast.

5. On LOVE MINUS SEVEN, Air Coordinator from T.G. 58.1 establishes contact with Strikes ABLE, CHARLIE, DOG, FOX and GEORGE from this Task Group and Strikes BAKER and EASY from T.G. 58.4 before contacting C.S.C.U. (52.10 in ESTES) for employment.

6. On LOVE MINUS FOUR and LOVE MINUS THREE, T.G. 58.4 provides Air Coordinator.

7. On all days, Strikes ABLE, CHARLIE and GEORGE orbit Point King (10 miles, 315° from Pt. BOLO) and Strikes DOG and FOX orbit Point William (10 miles, 270° from Pt. BOLO). Strikes BAKER and EASY from T.G. 58.4 orbit William and King respectively. Arming plan TINE primary or alternate.

8. On LOVE MINUS FOUR and LOVE MINUS THREE strikes will be prepared to support underwater demolition teams off the demonstration beaches.
**SECREr**

**ENCLOSURE FIFTEEN TO ANNEX EASY**

**COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERAION PLAN 2-45**

Sunrise 0615
Sunset 1340

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**NOTE #1**  *Indicates Flight Coordinator.*

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

**NOTE #3**  Condition 10 duty for 8 VF

0515 - 0915  BELLEAU WOOD
0915 - 1200  HORNET  
1200 - 1500  WASP
1500 - 1800  BENNINGTON

**NOTE #4**  Carriers keep 8VF in Condition 11 at all times as practicable.

**ENCL 58.1**

**OpPlan 2-45**
**SECRET**

**ENCLOSURE SIXTEEN TO ANNEX EASY**

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

**TARGET AND ARMING SCHEDULE FOR LOVE DAY**

<table>
<thead>
<tr>
<th>STATE</th>
<th>SHIP</th>
<th>PLANES: ARMING PLAN</th>
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</thead>
<tbody>
<tr>
<td>M.P.A.R.</td>
<td>HORNET</td>
<td>20VF</td>
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<td>H.M.S.P.</td>
<td>20VF</td>
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<tr>
<td>B. W.O.</td>
<td>24VF</td>
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<td>: Be on station at H minus 65 (0725) over</td>
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<td>: PH. JIG and report to C.CSU 55.10 for</td>
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<td>: orders, pilots should be familiar with</td>
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<td>: rule LOVE Day 1 ComplimesPac No. 11-45</td>
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<td>1. ABLE HORNET</td>
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<td>: rule LOVE Day 1 ComplimesPac No. 11-45</td>
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<td>: (Annex (ii) — AIR Support Plan)</td>
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<td>2. B. W.O.</td>
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**NOTE #1**

Armimg Plan for 1 ABLE and 1 BAKER?

- VF Rockets
- 2 VF 2-500 G.P., H.D.
- 4 VF 2-500 G.P., H.D.
- 2 VF 2-250 G.P., H.D.
- 2 VF 12-100 G.P., H.D.

**NOTE #2**

Be alert for changes in H Hour.

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CTG 58.1
OpPlan 2-45
ANNEX FOX
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE
OPERATION PLAN 2-45
RESCUE PROVISIONS

PART I
FACILITIES PROVIDED FOR RESCUE

1. Every possible effort will be made by the Task Group Commander to rescue downed aviators and air crews through the use of Lifeguard Submarines and Dumbo aircraft provided by other commands and by seaplanes and destroyers of the Task Group. To permit a proper appraisal of the downed personnel situation and to assist the Task Group Commander, each pilot and crewman must recognize his own personal responsibility in transmitting accurate and prompt information.

2. Rescue of crashed personnel in sight contact with the formation will be effected by destroyers in every instance.

3. During daylight of each day for which combat air operations are scheduled, Commander Support Unit will maintain a VOS Rescue Team from one of his units in Condition Eleven. A schedule of Rescue Teams setting forth their order of succession shall be submitted by Commander Support Unit to the Task Group Commander prior to the commencement of combat operations. When assigned ship launches Rescue Plan B, the next listed ship automatically assumes duty with a VOS Rescue Team in Condition Eleven.

4. VOS Rescue Teams will consist of two VOS one of which will be stripped and named only by the pilot and made secure for sea landings while the other will be fully manned with appropriate and full communication facilities. VOS Rescue Teams must be provided with charts of the areas in which they are to operate and must be thoroughly briefed on the tactical situation and the necessity of returning to their ships before sunset.

5. VOS Rescue Teams will be launched where rescue by submarine is not readily feasible if the operation of such planes is deemed practicable. Such teams may also be used to accompany strikes where Lifeguard Submarines are not available and when the tactical situation is favorable.

6. Destroyers should be ready to effect rescues at distances from the formation if ordered. If Lifeguard Submarine is not readily available and weather and state of sea make the operation of VOS Rescue Teams impracticable, destroyers may be ordered.

7. In the event long range strikes or searches are ordered where rescue submarines are not available, each carrier will send at least one plane with bomb rack rigged with droppable rubber boat and will be prepared to rig Gibson Girls where ordered.

8. Each CV will be prepared to load one TEM on short notice with an AR-10 Rescue Kit for special rescue missions. RCAP #2 and RCAP #4 for each day will each be accompanied by an AR-10 equipped TEM which will also carry extra liferafts and supply of daymarkers.
Communications and Reference Points and Positions

9. Calls, Reference Points and Positions for submarine rescues are set forth in SOP-2A Addendum 1/4O thereto. These calls and points will be used for all rescues in the vicinity of the target by submarines, VOS Rescue Teams and destroyers. Where rescues are required in the vicinity of Task Group but out of visibility range thereof, the Reference Point will be the Task Group Center and the reference call for every day will be DOUGLAS. For such rescues, the same procedure will apply as in the case of rescues in the vicinity of the target.

10. Note that the initial distances and bearings from the reference point for rescue submarines on target days are set forth in Plans HAPPY, LUCKY and LOVE of CompINSTWarTaskForPac OpOrder 2-45 and will be further referenced in Plans HAPPY, LUCKY and LOVE of this Plan. Pilots are advised that the Reference Point is usually a point of land. Ditching pilots should head for the initial position of the submarine and not toward the reference point which is likely to be in the vicinity of mineable or confining waters into which the submarine may not go.

11. Commander Task Group 58.1 will coordinate rescues and rescue requests within the Task Group but requests for rescue should be made under the regular procedure and reports of crashes or personnel in the water should be made to the parent ship. Planes in the air will be prepared to relay messages to rescue submarines, VOS Rescue Teams or destroyers as the case may be in every instance. If CTG 58.1 transmits messages by voice to rescue submarines, planes or destroyers or carrier planes covering rescues, he will use the regular TIC voice call.

12. When doomed planes, life rafts, or personnel are sighted on the return flight, two planes will circle and climb for altitude (1000 ft. for each estimated 10 miles from base) and transmit the proper rescue requests as hereinafter outlined. These planes will likewise report the facts to base on proper VHF channel and High Frequency, and if unsuccessful in reaching base, will turn on emergency IFF. The orbiting planes will remain over personnel in water until relieved on station or otherwise directed.

13. Lifeguard Frequencies.

(a) Primary 140.58 Megacycles VHF Channel "C", ALL SUBMARINES now have this.

(b) Secondary 4475 Kilocycles.

(c) Distress 500 Kilocycles which is the frequency of the Gibson Girl. Destroyers on rescue missions as well as Lifeguard Submarines will guard this frequency in addition to the stipulated primary and secondary frequencies. Gibson Girls will not be dropped except on order of the Task Group Commander which order depending on the tactical situation may be given where rescues cannot be effected before darkness.

CTG 58.1
OpPlan 2-45.
ANNEX FOX
RESCUE PROVISIONS

12. Submarines carry the Shackle Code but transmissions to them should be in plain language, and must follow the prescribed procedure. Do not use the term "Lifeguard".

15. Requests for rescue will include the following in this order:

(a) Miles from reference point, reference call and bearing from reference point of survivors.

(b) The RBS code call of the crashed personnel’s parent ship or base should be stated, where known.

(c) The type of aircraft if known, using either plain language or the following code:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>CHICKEN</td>
<td>Fighter</td>
</tr>
<tr>
<td>HAWK</td>
<td>Dive bomber (2 man crew)</td>
</tr>
<tr>
<td>FISH</td>
<td>Torpedo bomber (3 man crew)</td>
</tr>
<tr>
<td>EAGLE</td>
<td>Medium bomber (6 man crew)</td>
</tr>
<tr>
<td>BOX CAR</td>
<td>Heavy bomber (9 or 10 man crew)</td>
</tr>
<tr>
<td>MONSTER</td>
<td>VLR Aircraft (11 or 12 man crew)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOODYEAR</td>
<td>Survivor(s) in a raft</td>
</tr>
<tr>
<td>YELLOW JACKET</td>
<td>Survivor(s) in a lifejacket</td>
</tr>
<tr>
<td>DAVEY JONES</td>
<td>Survivor(s) without lifejackets</td>
</tr>
</tbody>
</table>

(e) The number of survivors.

(f) If dye marker is present, the word "EVERGREEN" should be added.

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

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

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

"Hello Dingle Dangle Roger CAP Leader."

17. The Task Group Commander must be informed of every survivor sighting and the progress of all rescue measures. The responsibility of bringing home this information to his crews on each pilot sighting survivors.
ANNEX FOX
RESCUE PROVISIONS

10. Copies of relevant Air Sea Rescue Charts covering the area of operations shall be carried by all pilots. An additional supply of these charts will be furnished by the Task Group Commander to all units of the Task Group. The initial position of the rescue submarine and projected course must not be plotted but should be memorized by pilots.

19. Search pilots and long range strike pilots must be provided with Air Sea Rescue Charts covering the areas they will cover.

PART III
FIGHTER COVER FOR RESCUE MISSIONS

20. A Roger CAP consisting of two or four VF will be given to each submarine to remain on station from dawn to dusk. Such submarine cover will be governed by the instructions contained in SOP 2A. At least one of the planes in the CAP will carry a droppable life raft on the wing root rack.

21. Where the tactical situation requires, night fighters should be prepared to act as CAP during the early evening.

22. At least two VF will be assigned to cover VOS Rescue Teams with the designation Team CAP. The flight leader of such rescue missions will be the Task CAP flight leader.

23. Fighter cover will be given destroyers despatched on rescue missions away from the formation when the tactical situation requires.

24. Communications must be established between rescue units before taking departure from the formation so that rescue efforts may be properly coordinated. These units must rendezvous promptly and take departure as soon as possible after launching to avoid costly delays.

PART IV
IMPORTANT NOTES

25. Destroyers and VOS Rescue Teams effecting rescues will pick up life rafts or Mac Rafts to prevent additional sighting reports of such gear.

26. Reports on the success of rescue must be made promptly to the Task Group Commander by the NSP, VOS Rescue Teams, or in the case of destroyers by the fighter cover. Simplifying reports on the success of the mission must be delivered to the Task Group Commander upon the return of the planes to their ships, and in the case of destroyers, upon return to the formation as provided in "ANNEX HOW."

27. The requirement of Paragraph 12 above, that after making a Lifeguard transmission pilots will report to base, is made so that the Task Group Commander may determine what further steps to take in the rescue and to give the parent ship of the lost plane proper notice. Watches should be synchronized before leaving the ship so that pilots can assist the Task Group Commander in effecting rescues by giving accurate reports of the time of the sequence of ditching and rescue. If the Task Group Commander is supplied with proper information to evaluate each report, much effort otherwise wasted in duplicate action can be avoided.
26. Lessons learned from recent rescues indicate that life jackets must be checked before use. It is recommended that two dye markers, a flashlight and a whistle be secured to life jackets for quick and ready use.

29. All pilots must be carefully briefed on the provisions of SOP-2A and paragraphs 5100 - 5119 of FM 30-20 or TFI-1A.

30. Pilots must be briefed:

(a) To be prompt and accurate on rescue and downed pilot reports.
(b) To insure that rescue units have necessary information.
(c) To be certain that the reports get through.
(d) To drop Dye Marker for a man who has none.
(e) To ditch at least 1,000 yards ahead of a destroyer.
(f) To return to base and try to land rather than parachute in open water.
(g) To use proper reference points and not unpronounceable island names.
(h) To have more than one plane in a flight transit rescue requests to insure reception by the submarine or Task Group Commander.

AUTHENTICATED

[Signature]

H.S. ROSENBATT, Lieutenant, USNR, Flag Secretary.
SECRET

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

RESCUE FACILITIES FOR PLAN HAPPY

1. Lifeguard Stations are set forth in Appendix FIVE to Annex "J" of ComFIRSTCAR TF OpOrder 1-45.

2. An AR-10 equipped TBM will accompany RCAP#2 and RCAP#4 to the station covered.

3. Note that on HAPPY and HAPPY Plus ONE Day, this Group will cover Station 12 but that if alternate HAPPY Plus ONE Day schedule is used RCAP's will cover Station Eleven and Twelve.

4. If alternate HAPPY Plus ONE Day Schedule is followed, AR-10 equipped TBMs will accompany RCAP#2 and RCAP#4 respectively to both stations.

CTG 58.1
OpPlan 2-45

RESCUE FACILITIES FOR PLAN HAPPY
ENCLOSURE ONE TO ANNEX FOX
SECRET

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

RESCUE FACILITIES FOR PLAN LUCKY

1. Lifeguard Stations and Reference Points are set forth in Appendix SIX to Annex "J" to ComFIRSTCar TF OpOrder 2-45.

2. RCCP’s from this Group will cover Stations 3 and 4 on both LUCKY and LUCKY Plus ONE Day.

3. AR-10 equipped TBM’s will accompany RCCP/2 and RCCP/4 respectively to both Stations.
ENClOSURE THREE TO ANNEX FOX

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

RESCUE FACILITIES FOR PLAN LOVE

1. Lifeguard Stations and Reference Points are set forth in Appendix SEVEN to annex "J" to ComFIRSTCar TF OpOrder 2-45.

2. An AR-10 equipped TBM will accompany NCAP/2 and RCAP/4 to the Station assigned this Group.

3. For rescues in the vicinity of OKINAWA, see Appendix VII to Annex "M" to ComPhibsPac OpPlan 1-45.

4. Commencing LOVE minus SEVEN Day and until 0600 LOVE Day, Rescue requests in the vicinity of OKINAWA should be addressed to H.T.30/5. Thereafter requests should be addressed to GLACIER.

5. Point BOLO and Rescue Chart Point N.N-2 will be used as reference points for C.SCU rescue.

6. Rescues for fast carrier aircraft forced down in the following areas:
   (a) West of OKINAWA, (b) East of OKINAWA, south of 26°26'N and west of 128°10'W, will be handled by C.SCU.
ANNEX GEORGE
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
RADAR AND FIGHTER DIRECTION PLAN

PART I
GENERAL NOTES

1. The control of air and surface search radars, Fighter Direction, CIC radio communications, radar countermeasures and conditions of Radar and IFF Silence within the Task Group will be exercised and controlled by the Task Group Commander through the Task Group Fighter Director Officer and the Task Group ECM Officer.

2. The TG FDO will control and coordinate the operations of the CIC of all ships of the Group. In exercising this control, in addition to other duties which may be assigned, he will:

(a) Control the disposition of Combat Air Patrols over the Task Group and will allocate a sufficient portion of the CAP to repel each enemy air attack making use of Escort VF if necessary.

(b) Designate Fighter Direction Ships to control the CAP in the interception of enemy air attacks and when more than one interception is in progress at one time, the TG FDO will assign an available VHF channel to keep interference to a minimum. Generally the parent carrier will control it's own VF, subject to the raid information available. An exception to this is that the ship with the best information on a raid may be assigned control of the interception.

(c) Designate enemy air raids by number and enemy surface attacks by letter when the Task Group is not tactically concentrated with other groups. Where the Task Group is concentrated, raids will be designated in an emergency and the Force FDO notified.

(d) Originate alerts of impending air and surface attacks over primary TBS if the raid is specifically closing this Task Group. After the initial alert, subsequent information concerning the raids will be passed over the Task Group LCN. When Task Groups are not tactically concentrated and the condition of radio silence permits, alerts will also be broadcast over 3000 Kcs.

(e) Assist in the coordination and collection of information concerning downed pilots in order to expedite measures to effect rescue.

(f) Maintain record as to current condition of flight decks of Task Group Carriers.

(g) Exercise "Lost Plane Control" for the Group.

(h) Keep the Task Group informed (over Task Group LCN or VHF Channel Roger as conditions permit) of the bearing and distance to other Task Groups and friendly surface units in the operating area.
PART II
FIGHTER DIRECTION SHIPS

1. Carriers and Radar Picket ships are Fighter Direction Ships. Fighter Direction ships may operate radars at discretion but they will conform to the general condition of silence imposed by the Task Force or Task Group Commander.

2. Task Group CIC and Fighter Direction Control will be in HORN LT unless otherwise directed. The normal sequence of relief will be T.S.P, BELLE L. TODD and BENNINGTON.

3. If Tactical Command of the Task Group is shifted, unless otherwise directed, the Task Group CIC and FD control will automatically shift to the Flagship of the new T.C.

4. Visual Fighter Direction duty is assigned to MASSACHUSETTS with VICKSBURG and S.N JUN as first and second standbys respectively. This duty may be rotated from day to day among those ships subject to the approval of the T.G.C.

5. If the Major Surface Action Plan (TG 56.1 only), Enclosure One to Annex Jig, is placed in effect, MASSACHUSETTS will assume CIC and Fighter Direction Control for the Support Unit outlined therein.

PART III
R.D.R. GUIDES AND R.D.R. GUARD SHIPS

1. Radar Guards are established in accordance with Annex Baker to ContCom TMO, Change Two. The provisions of paragraph B202 thereof are called to the attention of Commanding Officers and CIC Officers.

2. Assignments: Ships designated have been selected on the basis of limitations and expectations of personnel performance and the type of equipment available.

AIR GUARDS

ABLE - Long Range - 30 to 375 miles.

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

INDIANA
VINCENTINES
HAMIL

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

To facilitate tracking of targets at close range it is recommended that a remote PPI scope be set on the 20 mile scale.
2. PART III - BAKER (Cont'd) Ships assigned are:
   HASS.oughstts
   VICKSBURG
   SAN JUAN

FOX - Short Range
Maintain accurate plot of anti-Sub Patrol (..SP), anti-Snooper Patrol (SN.SP), or Jocks. Ships assigned are:
   HASS.oughstts
   VICKSBURG
   SAN JUAN

GEORGE - Altitude Determination
This Guard is in addition to those established by Annex Baker ContComTWO, Change Two and is assigned to provide adequate radar coverage in elevation and early determination of the altitude of enemy aircraft. Three sectors of search in elevation will be assigned to those ships equipped with SI or SP radars, as follows:
   Guard George One - Scan in elevation from -30' to /2°30'.
   Guard George Two - Scan in elevation from /2°30' to /4°30'.
   Guard George Three - Scan in elevation from /4°30' to /7°30'.

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

SURFACE GUARDS

CHARLIE - Long Range: 15,000 to 75,000 yards.
   INDIANA
   VINCENNES
   MIAMI

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

E.SY. - Identification - BK.
   4 DD's as assigned by ComScreeon.
2. PART III (Cont'd)

SURFACE TRACKING GUARD

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

INDIANA
LISP
MEMPHIS

3. GENERAL NOTES ON GUARDSHIPS

(a) Guards Baker and Fox are assigned to the same guardships since the requirements of these guards conform to the requirements of Visual Fighter Direction - short range radar search combined with a careful plot of friendly aircraft flying at close ranges.

(b) Whenever a surface or aircraft contact believed to be friendly is reported, the Task Group flagship's BK will be turned on and the guardship in the direction of the contact will be directed to turn on its BK.

(c) Commander Screen will assign Guards Dog and Easy to the Screen Stations nearest the four cardinal points of the compass in the screen. The destroyers in these stations will be indicated each evening when station assignments are reported.

(d) Ships not assigned radar guards or duty as Fighter Direction Ships shall maintain a comprehensive plot of all contacts. In order to determine location of enemy aircraft and effectively coach Fire Control radar on target, all ships must guard Task Group LAN and TBS primary in CIC.

(e) All Guardships shall immediately report any failures of radar or communication equipment to the Task Group Commander over Task Group L/W.

(f) Radar Guardships reporting unidentified aircraft contacts will immediately follow up this report with the best estimate of the altitude of the contact.

(g) Radar Guardships assigned a specific type of search must continue that search under all conditions to insure complete and efficient radar coverage. The TG FDO will keep all ships of the Task Group informed of enemy attacks over Task Group L/W. Ships assigned long range search can coach Fire Control radars on target by 360° search at 4 RPM together with judicious use of remote PPI scopes.
PART IV

RADAR PICKET SHIPS

1. Ships designated as radar picket ships will be assigned stations from 10 to
60 miles from the Fleet or Task Group Guide as directed. Their primary
mission is to search and give early warning of enemy contacts. Commander
Screen in assigning destroyers to picket duty shall select ships with best
radar equipment and most experienced CIC personnel.

2. Radar Picket ships will operate BL equipment at discretion.

3. Radar Pickets may be assigned duties as PCI; intercept guardships and will be
prepared to conduct radar jaming to the extent of equipment installed.

4. Radar Picket ships must be equipped and ready to perform Fighter Direction
and Visual Fighter Direction, to control ASP, SNLSP or Jacks and to assist in
homing lost planes. Picket Destroyers will normally control ASP or SNLSP.
Jacks, when flown, will be controlled by destroyers in screen nearest the
median of each sector. On fueling days, the parent carrier will control all
patrols.

5. All pickets must be alert to relay (over VHF or TCA) intra Task Group infor-
mation to and from the Task Group, outlying pickets and planes.

PART V

RADAR AND IFF SILENCE

1. Conditions of Radar and IFF Silence are prescribed in Annex Baker ContComTWO,
Change Two. The General signals "Baker Sopus" and "Charlie Queen George" will
be used on voice circuits or flag hoist in setting conditions of silence.

2. Unless otherwise ordered, the following conditions of Radar and IFF silence
are specified for this Task Group:

(a) Normal cruising - No condition of radar silence. To reduce maintenance
and upkeep, carriers may secure one air search radar at night (sunset to
sunrise) at the discretion of Commanding Officers. One Radar Guardship
of those assigned Guards Able and Baker and ships of the screen not
assigned picket duty may also secure air search radars at night. Radar
Guardships will secure air search radars in rotation from day to day, as
directed by the TAC. Radars should be secured in standby status.

(b) During Night run-in prior to initial strike on each objective - Radar
Silence Condition One Fox (Condition TAC Dog Easy) will be directed. This
period is from one hour after sunset, to the time when the first plane is
launched. Removal of conditions of radar silence will be announced by the
PART V - 2 (b) (Cont'd)

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

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

PART VI

COMMUNICATION FOR CIC's

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

2. Radar Reporting

(a) Any ship detecting enemy air attacks which develop suddenly at close range shall immediately report them to the Task Group Commander on TBS 01. At the same time the detecting ship should alert the C.P. and Jacks. After the initial alert, further transmissions concerning the emergency will be handled on TCS and VHF Channels. The T.G.C. will report "all clear" when the emergency has been passed.

(b) All surface contacts shall be reported to the T.G.C. immediately over TBS 01. The report shall take the following form:

"Helico BULL DITCH, this is CLEARANCE in Station 4, have skunk bearing Shackle ______ Distance Shackle _______".

Shackle Code shall not be used in emergencies.

(c) Any ship having a definitely unidentified air contact shall report it immediately in plain language to the T.G.C. over the inter FDC circuit then in use. Common sense must be used in Radar Reporting. For effective controls the following requirements are prescribed:

(1) Aircraft contacts detected beyond 50 miles are to be carefully checked for 2 minutes before a report is made.

(2) Aircraft contacts within 50 miles shall be evaluated as quickly as possible before being reported.
COMMUNICATIONS IN CIC's (Cont'd)

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

Example: This is FIDO, we concur, out" or, "This is TUSK0, we have that friendly, out".

(4) The TG FDO, if still in doubt, may request further information from the reporting ship, another Guardship or a Fighter Direction Ship. Similarly the Controlling CIC may have a contact it wishes verified. The ship called will supply the information and end the transmission with "out" rather than "over".

(5) The most important consideration in reporting unidentified contacts is to insure that interception is commenced with CAP as soon as possible. If TG FDO can rely on the reports received, CAP will be given an immediate vector on each report.

(6) At discretion, the TG FDO may direct a Guardship or FD ship to "hold" or report a raid or to give information on enemy planes and friendly VP. Such reports should be made once each minute.

(7) Altitude reports will be made as follows:

(a) If derived from SI or SP radars, "Ray One Jeep angels three."

(b) If derived from fade charts, "Ray One estimated angels three."

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

Example: "Hello BULL DURB0L. This is FIDO, Condition "Jig", FIDO 1, 2, and 3 angels 20. FIDO 4, 5, 6, angels 10. Condition Sugar 4 (or Jacks 1 and 3)" Flight leaders are always listed first.

4. Combat Air Patrols:

(a) In order to reduce traffic on VHF Channels, CAP Pilots will be fully instructed on stations, communications and procedure of reporting to controlling base before planes are launched.

(b) CAP will be relieved on station. The flight leader of the relieving CAP going to station at the highest assigned angels, (eg. angels 20) on reaching the halfway point will report in to the controlling base: "JAB Base this is JAB One Angels 10, out". This transmission is the signal that the old CAP may be given a "Proper Charlie" on VHF. No further instructions by TG FDO are necessary unless an interception is in progress.
4. (c) Communication checks between Base and C&P taking assigned stations will be obtained without preliminary call up. The Section Leader of the Flight Leader's division will report on station. The Flight Leader will then report weather. Other divisions will then report in by call only.

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

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

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

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

(e) Weather information will be obtained from the C&P in the following manner:

Example: "Hello ...R.B 1 this is ...R.B Base, report weather, over". "Hello ...R.B Base this is ...R.B 1, weather 15-5-3-10, out". Numbers always indicate visibility in miles, cloud cover in tenths, bottom of clouds in thousands of feet, and top of clouds in thousands of feet in that order.

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

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

(g) All C&P must monitor 4475 Kcs. This channel may be used with permission of the GDC in the event of material failure to VHF or for scrambled VF.

(h) VF scrambled to repel heavy enemy air attacks will be set up on secondary C&P VHF Channels as directed by TG FDC.

(i) All planes will check transmitters before takeoff to insure that keys are off to prevent unnecessary jamming of radio circuits.

5. Strike Aircraft:

(a) Escort VF and VHF will be prepared to act as C&P in case of emergency. When these VF are used for interceptions, regular strike calls will be used. FDC's must check fuel and ammunition before using strike VF on extended C&P missions.
5. COMMUNICATIONS FOR CIC's (Cont'd)

5. (b) "Temp Charlie" will be the only landing instructions ordinarily given to returning planes. This does not include emergencies or VF(N). Use of VHF for "Charlie", "Expedite Charlie", "Pancake", or "What is your present position?", will not be permitted by individual ships unless an emergency exists. Air Groups will be indoctrinated in the Ready Rooms and not on the air by VHF. Use of visual signals should be sufficient to control aircraft returning to carriers. All strike and search planes will be instructed to report by VHF their ETA and composition using plain language when 50 miles from the Task Group. Bases will not originate radio calls requesting this information from returning strike planes except in emergency.

(c) Only properly assigned calls will be used. The use of nicknames on voice radio circuits is prohibited at all times.

(d) All pilots must be indoctrinated to provide the following information over VHF channels when requesting an emergency landing:

1. Type landing (Deferred or Immediate).
2. Trouble (Hydraulics, oil pressure, etc.).
3. Fuel remaining and whether still carrying bombs or rockets.
4. Present position and ETA.

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

6. ASF, SIASP, JACKS

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

PART VII

FIGHTER DIRECTION AND COMBAT AIR PATROLS

1. Fighter Direction is not effective unless it is instrumental in the complete destruction of enemy air attacks beyond 500 range. To achieve this end, one carrier CIC will be directed to control CAP in the interception of a designated enemy raid. The other carrier CIC's must maintain a plot and project the track of each interception by dead reckoning as if they were controlling. In this manner, an instantaneous shift in the control of CAP may be made when information falls for the controlling base. This directive does not alter the responsibility of other carrier CIC's to undertake the immediate interception (as ordered by TG FDO) of new enemy raids which may develop. Carrier CIC's are equipped to carry out both functions and must do so.
FIGHTER DIRECTION AND CO-ORDINATION OF AIR PATROLS (Cont'd)

2. The TG FDO will at all times make clear to the ships in the Task Group which ship is controlling CAP. When control is shifted, it must be done expeditiously. Team work is always more effective than individual effort. Intercept officers must be quick to relinquish control when information is poor. This implies no reflection on individual abilities. Voice procedure on IFD in effecting a shift in control is as follows:

   From Controlling Base: "BULL DURHAM this is CIRCUS, Bogey (or friendly) faded for me, over."

   The carrier able to take over will come in immediately - before BULL DURHAM answers: "BULL DURHAM this is FIDO, I have it, out."

   TG FDO will then confirm as follows: "DOUGLAS this is BULL DURHAM, AIRAB 1 and 2 now under FIDO control, out."

   VF on CAP must be instructed to be alert for changes in control. The controlling base will indicate to CAP that another base is taking over if time permits.

3. CAP must be fully indoctrinated in the use of Formation X-Ray and expect to use it in repelling suicide attacks. Flight leaders may initiate the use of Formation X-Ray at their discretion, but they must inform the controlling base of such action.

4. CAP Flight leaders and Division leaders must be alert to inform controlling base of extreme changes in weather conditions and cloud layers during an interception.

5. CAP on station must be ready to act on alerts from any ship sighting enemy planes at close range. Suicide attacks may develop without radar warning.

6. Scrambled CAP will rendezvous in sector assigned parent carrier, reporting in when rendezvous is effected. Rendezvous should be made while climbing to 15000 feet without instructions on VHF.

7. Visual Fighter Direction will be used by assigned ships at every opportunity. The CAP station at lowest altitude is always available to the Fighter Direction Ship or Radar Guardship assigned this duty. As soon as an unidentified aircraft is sighted, the Visual FDO will inform TG FDO. If time permits, TG FDO will alert lowest CAP with "over to BMELL, Snapper" or whatever base is controlling. Snapper control in most cases will take over immediately. To alert the Task Group that a visual interception is in progress, the TG FDO will broadcast to all ships over TBS #1 and IFD, "DOUGLAS this is BULL DURHAM Visual Fighter Direction in progress out." "Hold fire" will not be ordered but all ships must be alert for friendly planes diving in and opening the formation.

8. Strike planes returning from target will normally join up in as large a group as possible. Stragglers confuse the radar screen and invite undetected suicide attacks. In general, if a returning strike group contains 8 planes or less, the planes will orbit the strike picket until they can join up with another group. Planes low on fuel or due for immediate landing are the only exceptions and they must inform their base of their present position, composition and ETA. Escort VF must search area astern frequently while returning to base to eliminate enemy aircraft tailing the flight.

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OpPlan 2-45
FIGHTER DIRECTION AND COMBAT AIR PATROLS (Cont'd)

9. Use of IFF

(a) All Mark 2 IFF is to be considered enemy. Planes showing Mark 3 IFF, but acting suspiciously shall be investigated by CP on orders from the TG FDO. Any plane on routine patrols not showing IFF will be recalled to orbit base and a replacement should be launched if more than one hour of the patrol remains.

(b) All ships with aircraft will adjust aircraft IFF equipment so that it will not trigger above 187 Kcs, or below 137 Kcs.

(c) Any ship detecting enemy aircraft showing Mark 2 or Mark 3 IFF shall submit detailed report by visual to CG 58.1.

PART VIII
VF(N) DOCTRINE

1. (See Tentative Instructions for Night Carrier Task Group.) Tactical control of all VF(N) in this Task Group rests with the Task Group Fighter Director Officer. All Night intercepts will be directed by qualified Night Intercept Officers. Night Intercept Officers will be prepared to pass control to or accept control from other bases when so directed by TF FDO or TG FDO. All VF(N) will be assigned regular base calls of their parent carrier.

2. Carriers with VF(N) duty will automatically assume night intercept duty. Night Intercept Officer of duty carrier must be in CIC when VF(N) are airborne or in Condition 10, or in VF Ready Room when VF(N) are in Condition Eleven.

3. When this Task Group operates away from the Night Fighter Task Group, only one VF(N) will be airborne on CP when 4 VF(N) are airborne as Dusk Jacks. After dark not more than 2 VF(N) will be launched at any one time except in case of necessity. In the event of radar or communication failure of one VF(N) another may be launched if the tactical situation permits control of 3 VF(N). When interceptions are in progress, a standby carrier will be directed to control VF(N) not engaged in the interceptions.

PART IX
LOST PLANE PROCEDURE

1. Lost plane procedure will be conducted in accordance with FIRSTCar TFI-1A paragraphs 3600-13.

2. "LSF" is designated as Lost Plane Control Ship.

PART X
RADAR COUNTERMEASURES

1. Radar Countermeasures will be controlled by the Task Group Commander acting through the Task Group ROH and Radar Material Officer.

CIG 58.1
OpPlan 2-45

ANNEX GEORGE - 11
RADAR AND FIGHTER DIRECTION
RADAR COUNTERMEASURES (Cont'd)

2. Attention is invited to Annex BAKER of ContComm 2, FIRSTCar TFI-1A, Appendix Two to Annex "EM" of ContFIRSTCar TF OPOrder 2-45 and Annex "NI" to ContFIFTHFleet OPPlan 13-44.

3. More specific assignments of Intersect Guards and Jamming duties will be made by dispatch as more RCH equipment becomes available to ships in the Task Group.

PART XI
INTERCEPT GUARD ASSIGNMENTS

1. Intercept Guards as defined in Paragraph B530 Annex BAKER ContComm 2 are assigned as follows:

   Able - SIGSbee, John Rodgers
   Baker - HORNET, L.I.J., S.I. JUNI, BELLLEAU WOOD.
   Charlie - NLSP, VINCENNES, VICKSBURG.
   Dog - MIDDY, BERNHARTON.
   Easy - Primary responsibility is in ships assigned Guard BAKER as known frequencies of Japanese airborne radars fall into this band of frequencies.
   Fox - Will be assigned by order as tactical situation requires.

INDIANA take Baker, MASSACHUSETTS take Charlie when not checking Saddleup rpts.

2. Radar Intercept Guardships will take reports of enemy jamming and enemy radar signals detected to the MASSACHUSETTS on IFD circuit, with information to the T.G.C. (See Paragraph B722 Annex BAKER, ContComm 2). The MASSACHUSETTS will evaluate the reports and will report findings to T.G.C. on IFD circuit.

   INDIANNA will obtain bearings on reported signals using DDB equipment and furnish this information to TGC on IFD circuit. To facilitate evaluation, those ships may use RCH intercept receivers at discretion.

PART XII
JAMMING AND DETECTION PLANS

4531 1. RCH Plan ABLE - Spot Jamming.

   To the extent of equipment available, all ships must be prepared to spot jam on signal.

4532 2. RCH Plan BAKER - Barrage Jamming.

   To cover known frequencies of Japanese airborne radars, preliminary assignments for jamming which will be changed by order as necessary are as follows:

   150 - MIDDY SCHROEDER.
   151 - VICKSBURG.
   152 - INDIANNA.
   153 - NLSP.
   154 - MASSACHUSETTS.
3. Alternate Plan BAKER - Center Frequency will be designated by signal. Center minus TWO assigned VINCENNES and JOHN RODGERS. Center minus ONE to BELLINGHAM, LSP, LADCI. Center to HORNET, MASSACHUSETTS. Center plus ONE to INDIANA, BELLINGHAM, SCHOFIELD. Center plus TWO to SIGSBE, VICKSBURG.

4533-37

4. RCM Plans CHARLIE, DOG, E.SY, FOX and GEORGE. Duties will be assigned as ordered.

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

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

AUTHENTICATED:

H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.
JAMMING AND DETECTION PLANS (Cont'd)

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

3. Alternate Plan B.KE - Center Frequency will be designated by signal. Center minus T.O assigned VINCENNES and JOHN RODGERS. Center minus ONE to BELLEAU WOOD, LSP, LIBOX. Center to HORNET, MASSACHUSETTS. Center plus ONE to INDIAN, BENNINGTON, SCHOUDER. Center plus T.O to SIGSBE, VICKSBURG.

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

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

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

AUTHENTICATED:

H. S. Reesenthalter
Lieutenant, USNR
Flag Secretary.
TOP SECRET

ENCLOSURE ONE TO ANNEX GEORGE-1

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

RULES FOR CAP

1. HIGH VISIBILITY

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

(b) The low altitude CAP (angels 5 or mattress) will normally remain as close over base as possible to enable all ships to maintain visual identification. They will let down over base and climb to station in a non-threatening manner.

2. LOW VISIBILITY

(a) This is the most critical situation for TG defense especially during the period that the high altitude CAP is being relieved. It is impossible to expect the high altitude CAP to descend to a low altitude with any degree of certainty of being outside of heavy gun range of all Task Groups unless a delay in recovery operations is acceptable. This is often impossible. Therefore during low visibility when the high altitude CAP is being relieved, no firing will be conducted by our ships unless:

(1) Positive enemy identification is established.

(2) The plane is making a threatening approach on a ship of the disposition.

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

CAP make every effort to conform to high visibility procedure.

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

3. JACKS

(a) Jacks and incoming strikes must approach the disposition for recovery on the correct approach bearings.
4. **LOST PLANES**

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

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

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

AIRBORNE RADAR DOCTRINE

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

PROCEDURE FOR SEARCH VT AND VB

2. During normal sector searches by two plane sections of VB or VT with VT escorts, radar duty will be rotated every fifteen minutes in order to lessen eye strain. The plane in radar standby condition will put radar in standby.

3. Operators in planes equipped with AS3 radar will regularly change the position of the antennas from search to homing position and back to effect complete radar coverage.

4. For planes equipped with AS5-4 radar, the proper tilt angle for the scanner may be determined from the altitude flown. The ideal altitude for radar search is from 1500 to 2000 feet. This allows coverage to the maximum effective radar range and will prevent detection from a range greater than approximately sixty miles. This altitude may be affected by weather conditions. Therefore it must be borne in mind that the lowest altitude for effective radar search is from 400 to 500 feet.

5. In the event a SURFACE CONTACT is detected, the pilot will be notified immediately of the range, bearing and possible type. Homing procedure will be immediately initiated. After a good bearing has been established, altitude will be lowered to delay detection by the SURFACE CONTACT but periodic "hop-ups" must be made to check range and bearing. By following this procedure, visual contact can be established.

AIRBORNE RADAR NAVIGATION

6. Each strike group having VT or VB will have two planes designated as radar Navigation Planes. In the event that navigational assistance is necessitated by bad weather or other conditions, radar may be used to locate the general target area. The ability to locate a target area requires a close study on the part of squadron radar and briefing officers of the coastline, terrain, landmarks, the use of any available radar planning devices and the thorough briefing of pilots and operators on all pertinent points.

7. Attention must be paid to the best approach for radar navigation and also to the best approach to insure maximum delay in radar detection. With planes using AS5 radar, the best method for identifying approximate areas is the "radar piloting" or "courses parallel to coastline" methods. A knowledge of the terrain and landmarks is generally sufficient to identify the locality of a target area utilizing Class BANER scan in radar equipped planes.

CTG 58.1
OpPlan 2-45
SURFACE ATTACKS

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

ENEMY JAMMING

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

BRIEFING

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

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

REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

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

PART I

REPORTS SPECIFIED TO FIRST R. TF-1A AS DIRECTED BY THE TASK GROUP COMMANDER

FirstCar
TFI-1A

6100 Daily Fuel Report
Reports of percentage of burnable fuel on hand as of noon for each day will be made for each ship daily by Commander Battleship Unit, Commander Cruiser Unit, and by Commander Screen for their respective ships. Each carrier will report direct and will also report percentage of aviation gasoline on hand each day as of noon.

6111 NON Report (Air Pilot Observer)
The carrier launching an A20B flight will report to the Task Group Commander who will further report to the proper addresssee.

6112 Aerological Information Obtained from Search Planes
The launching carrier will make the T.G.C. information addresssee on this report. If ComFIFN Fleet and C.T.F. 58 are not present, the report will be delivered to the T.G.C. only.

6113 Weather Forecast and Ballistic Wind
(a) Weather Forecasts will be submitted to the T.G.C. by all carriers and by BB's having aerological units, such forecasts to be made by 1200. Include forecasts of weather in target areas where required of Task Group Commander in Plans HAPPY, LUCKY and LONE of C.T.F. 58's OpOrd 2-45. The T.G.C. will thereafter issue a forecast to the Task Group prior to 1600.

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

6200 Armament Report
Submit to Task Group Commander prior to sortie from port and at end of each strike day.

6210 Armament Inventory after Replenishment
Each carrier submit as specified to Task Group and Task Force Commander.

CTG 58.1
OpPlan 2-45

ANNEX HOW - 1

REPORTS AND PHOTO HANDLING

108
TOP SECRET

REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

6300 Replacement Aircraft and Pilot Report
This report to be submitted by carriers to Task Group Commander when requested.

6310 Replenishment Reports (To be made by or for all ships).
This report is modified from the form appearing in FIFTHcar TFI-1A and is to be submitted as follows:

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

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

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

6311 Status of Aircraft and Aircrews
Carriers be prepared to report status of aircraft and aircrews.

6400 Action Reports
(a) Action Reports will be submitted in accordance with PacFlt 1CL-45 by all ships and will cover the period from sortie through the completion of strikes to be specified by the T.G.C.

(b) Copies of the report (less the advance copies) should be forwarded through the chain of command with each sub-commander assembling the reports of his subordinates and forwarding them to the Task Group Commander as enclosures to the action report of the sub-commander. The chain of command in this Task Group is as follows:

(1) Ships
(2) Task Unit Commander
(3) Task Group Commander
(4) Commander FIFTH Carrier Task Force
(5) Commander FIFTH Fleet
(6) Commander in Chief, U. S. Pacific Fleet
(7) Commander in Chief, U. S. Fleet
6400 Action Reports (Cont'd)

(c) Destroyer division and squadron commanders will be included in the chain of command between (1) and (2) above and will assemble reports of their ships for forwarding to the Task Unit Commander.

(d) With respect to carriers, the ship's report should include as an enclosure the report of the Air Group Commander, and his report must enclose AOA-1 reports for the squadrons of his group.

(e) Advance copies of the carrier's reports will have the same enclosures prescribed in paragraph (d) and it therefore will not be necessary for aircraft squadrons to forward advance copies of AOA-1's directly except to JICPA which does not receive a copy of the carrier's report.

(f) The attention of carrier commanding officers is invited to the requirement of an action report from the ship even though the Air Group attached to the carriers are required to submit reports on Form AOA-1.

(g) Where enclosures and exhibits are attached to the action report sufficient copies thereof should be supplied for each copy of the action report to be retained by each office in the chain of operational command through whom the action reports are routed with the exception of AOA-1 reports.

(h) Where Form AOA-1 Supplementary Reports are forwarded pursuant to CinCPac Conf. Serial 02572 of 20 April 1944, they will be sent directly as provided therein.

(i) Anti-aircraft Action Reports will be submitted in the same manner as AOA-1 reports. AOA-1 and AO-3 (Revised) forms will be submitted as provided in PacPlt 1G-4.5

(j) Commanding Officers are requested to forward copies of Action Reports at the earliest practicable date subsequent to the action with the enemy and after the conclusion of the period to be covered as specified by the T.C.O. The Task Group Commander should receive all reports of subordinate commanders within two days after entering port and preferably sooner.

6410-20 Daily Summary Report

(a) This report is important since it is made for the direct purpose of facilitating early and accurate appraisal of the effect of the current operations and for necessary reports thereof to Commander FIFTH Fleet, CinCPac, and Commander Task Force FIFTY-EIGHT. This report is to be made to the Task Group Commander as soon as after the completion of each day's operations, as practicable by each Carrier of this Task Group, commencing with the day of sortie and continuing until the return to port.

(b) Battleships, Cruisers and Destroyers will submit Items SUGAR and TUNE of this report where anti-aircraft action has taken place.

CTG 52.1
OpPlt 2-45
6430 Strike Flash Reports
Send to Task Group Commander promptly. Include important ship sightings and movements of ships and aircraft.

6440 Airfield Status Report
Carriers will send this report to the Task Group Commander prior to 2100 on strike days. It is to be based on photographs. The local time of each reported status for each field will be added after the number of planes reported and each item will state whether based on pilots reports. If not stated it will be assumed to be based on photographs:

Example: 59 HAAHs. 64 Singles 32 Tins 1140 Pilots X 60 AMIGI 40 Twins 62 Singles 8 Transports at 1625 T

6450 Pilot Reports
First phase photo interpretation reports will be brief and to the point. All damage discernible in photographs will be included in reports, with a reference photo or photos listed in parentheses following the statements.

6460 Special Reports
To be made where applicable - viz - night fighter sorties.

6470 Enemy Ship Damage Reports
(a) Enemy ship damage report will be submitted to the T.C.C. by all types of ships of the Task Group whose aircraft, guns or depth charges (in the case of enemy submarines) have attacked, damaged or sunk enemy surface vessels or submarines.

(b) A separate report will be made for each enemy ship attacked and any pertinent photographs will be forwarded or referenced. A chart showing the location of all ships reported, shall accompany these reports. These reports shall be submitted with required pictures by message drop or destroyer mail at the earliest practicable time and shall not be made by despatch form.

(c) Items for the Report:

(1) Type and class of ship - if not warship, state size using J I S T figures.
(2) Describe any damage prior to Air Group's or warship's attack. (What was condition of vessel when encountered?)
(3) Time of attack(s).
(4) Location of ship - bearing and distance from some prominent land mark, or the Force (as the case may be), also relation to ship or ships nearby. Grid position or latitude and longitude.
(5) Damage inflicted - number and type of hits, explosion(s), flames, smoke, listing; reduction of speed; settling, oil or debris brought up in the case of enemy submarines, etc.
REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

6470 Enemy Ship Damage Reports
(6) Effect of attack – circumstances:

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

PART II

ADDITIONAL REPORTS NOT LISTED IN FIRST PART – 1A

1. SENSORY REPORTS

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

2. NAVIGATION

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

(1) Immediately after morning fix or at 0000 if no fix obtained.
(2) Noon, after meridian altitude sight
(3) Immediately after evening fix or at 2000 if no fix obtained.

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

3. STATION ASSIGNMENT REPORT

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

4. DAILY AVAILABILITY OF AIRCRAFT AND AIRCREWS

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

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

CTG 58.1
OpPlan 2-45
5. SPECIAL BOMBARDMENT REPORT
   (a) This report will be furnished as soon after any bombardment of shore
   objectives as practicable and should not be in dispatch form.

   (b) The report should include target bombardment charts showing the areas
   shelled.

   (c) General data requested includes time of bombardment, ammunition expended,
   results, if observed, and general comments.

6. RESCUE MISSION REPORT to be made immediately:
   (a) By VOS Rescue Terms on proper voice frequency.

   (b) By NOAPS, Term CAPS or rescue destroyer cover planes on proper voice
   frequency.

   (c) Amplified reports on success or failure to be made by visual signal.

   (1) By DD on return to formation.

   (2) By parent ship of VOS Terms or VF cover on landing of planes.

   (3) Parent ship of NOAPS will report on rescues effected by submarine,
   rescues not yet effected on the relief of the NOAPS and rescue requests not
   receipted for by the submarine.

7. INTERCEPTION REPORT
   Will be made by dispatch by carriers immediately after each interception to
   amplify fighter director and EBS reports and by ships whose guns have fired
   on enemy planes.

8. STATUS OF DELIVERY REPORT
   Destroyers engaged in such missions as mail deliveries or personnel transfers
   keep the Task Group Commander and ComSocDet informed of any delays and of
   completion of duty assigned.

9. STATUS OF FUELING REPORT
   (a) Carriers report to Task Group Commander estimated time of completion of
   fueling and additional time required to fill to capacity with aviation
   gasoline as soon as practicable after commencement of fueling.

   (b) Battleships and Cruisers report estimated time of completion to OTC of
   Task Group as soon as practicable after commencing.

10. DETACHED MISSION REPORT
    After completing an independent mission, the senior officer of ships on such
    mission should report results achieved immediately upon arriving within EBS
    range and amplify the report by visual upon rejoicing.

11. AIR OPERATIONS REPORTS
    (a) Carriers will report by flaghoist when spotted and ready for launching.

CTG 58.1
OpPlan 2-45
TOP SECRET

ANNEX H07

REPORTS AND PHOTOGRAPH HANDLING INSTRUCTIONS

11. AIR OPERATIONS REPORTS (Cont'd)

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

12. WAR DIARIES

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

13. FLASH SEARCH REPORT

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

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

14. REPLENISHMENT REQUISITIONS

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

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

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

1. Number of empty gas cylinders to be turned in.
2. Weight of outgoing freight.
3. Number of office machines requiring repair.
3321 SELECTED SETS
(a) Selected sets will include stereo coverage of all targets, damage assessment
photos, and photos of shipping. Photographs confirming statements
in photographic intelligence reports are to be included.

(b) A selected set is required for each of the following: The Task Group
Commander, CTF 58, and ComPACFLT.

5322 TITLING OF PHOTOGRAPHS
Negatives must be titled accurately. Each airfield will be titled separately
and not included with others in a composite name. Shipping at sea will be
located by latitude and longitude. Mapping runs will be designated as such,
and the first and last exposure numbers listed for each run on the roll.
Exact altitude and times of photography must be recorded by pilots while
ever the target and not given as soon estimates after landing aboard.

5323-24 PROCESSING AND DELIVERY
(c) All negatives plus one complete set of prints will be shipped separately.
All negatives and a selected set of prints from K-17, K-18 and F-56
negatives will be addressed to CTF PHOTO GROUP 508 at GULF.

(b) Negatives and prints for each airfield will be packaged separately.
Labeling on the outside of the packages will clearly indicate contents,
sender and addressee. All packages of photographs and negatives will
be accompanied by a forwarding memorandum or letter telling from, to
and when the package is being sent. Forwarding memoranda will list
all sorties included, date, and locality of shooting. A copy will be
enclosed within the package and the original and a copy will be enclosed
in an envelope attached to the package.

(c) One copy of a first phase photo interpretation report and one copy of a
plot of each sortie included will also be enclosed within each package.

(d) A destroyer will call at all carriers at dawn on the days following
strikes to pick up the packages of photographs taken the preceding day.
All photographs will be delivered to the Task Group Commander who will
deliver to other addresses at a convenient time.

5352 PUBLIC RELATIONS PICTURES
Ships will deliver public relations pictures addressed to CinCPac - CinCPac
(Advance HQs) to the T.G.C. at times specified by despatch. Mark the
package "Press Pictures."

CTF 58.1
OpPlan 2-45
Photograph handling instructions of Ptype TF-1A as supplemented by TCC

First Order TF-1A

5321 Selected Sets
(a) Selected sets will include stereo coverage of all targets, damage assessment photos, and photos of shipping. Photographs confirming statements in photographic intelligence reports are to be included.

(b) A selected set is required for each of the following: The Task Group Commander, GTF 56 and ComINITFleet.

5322 Tithing of Photographs
Negative must be titled accurately. Each airfield will be titled separately and not included with others in a composite name. Shipping at sea will be located by latitude and longitude. Shipping runs will be designated as such, and the first and last exposure numbers listed for each run on the roll. Exact altitude and times of photography must be recorded by pilots while over the target and not given as mere estimates after landing aboard.

5323-24 Processing and Delivery
(a) All negatives plus one complete set of prints from K-17, K-18 and P-56 negatives and a selected set of prints from K-20 and K-25 negatives will be addressed to COM PHOTO GROUP 56 at COMIN.

(b) Negatives and prints for each addressee will be packaged separately. Labelling on the outside of the packages will clearly indicate contents, sender and addressee. All packages of photographs and negatives will be accompanied by a forwarding memorandum or letter telling from to and via when the package is being sent. Forwarding memoranda will list all sorties included, date, and locality of coverage. One copy will be enclosed within the package and the original and new copy will be enclosed in an envelope attached to the package.

(c) One copy of a first phase photo interpretation report on one copy of a plot of each sortie included will also be enclosed within each package.

(d) A destroyer will call at all carriers at dawn on the days following strikes to pick up the packages of photographs taken the preceding day. All photographs will be delivered to the Task Group Commander who will deliver to other addressees at a convenient time.

5352 Public Relations Pictures
Ships will deliver public relations pictures addressed to CinCPac - CinCPAO (Advance Headquarters) to the TG, at times specified by dispatch. Mark the package "Press Pictures."
PART IV

SPECIAL PHOTOGRAPH HANDLING INSTRUCTIONS NOT COVERED BY FIRSTCAR TF1 - 14

1. The Task Group Commander desires two (2) prints each of the 10 to 20 best photographs taken by each carrier during each Action Report period. Since these prints are desired for the Task Group Commander's Action Report, they should be forwarded directly to him and not as a part of the ship's action report. The types of photographs desired are as follows:

   (a) Burning and destroyed aircraft.
   (b) Damage to ships.
   (c) Damage to important installations, runways, hangars, fuel and ammunition dumps, gas, important buildings, etc.
   (d) Action near the formation.
   (e) General views of targets visited for the first time, airfields, harbors, etc.
   (f) Other pictures of particular interest.

2. When photographs are furnished with the original of the ship's Action Report, separate copies of such prints must be enclosed with each copy of the Action Report.

3. In the event of day bombardment or surface action, one complete set of "before and after" prints will be selected and furnished by each carrier covering the surface units to each of the following: The Commander of the Bombardment or Attack Group, CTG 38, ComTFMRFleet and the T.C.C.

AWARDS

1. Recommendations for awards will be submitted in accordance with ComFIRSTCar Task Force Serial Letter No. 234, dated 5 February 1945. The Task Group Commander desires to receive recommendations for awards 24 hours before entering port. Prompt submission of recommendations for awards is considered of paramount importance to morale.

2. Recommendations for Purple Hearts will be addressed separately to Commander Carrier Division FIVE and will conform to the form set forth in ComFIRSTCar TF Letter Serial 234. Citations submitted will be drawn for the signature of Commander Carrier Division FIVE.

3. In absence of specific construction of Shirley Letter of 16 December 1944, Patroits including KCAP, CAP, SCOCAP, SCAP, JACKS and ISP will not be considered "Flights" unless action with the enemy takes place during the patrol or unless shipping is attacked. TAMS and M/CAPs, Team CAPS and VOS Team Missions in a Target Area shall be considered "Flights." Strikes and sweeps which do not reach their objectives due to weather or which jettison bombs or rockets and do not attack will not be considered "Flights." Night Fighter sorties between strike days in a target area will be considered "Flights." On non-strike days outside the target area, Night Fighter sorties will not be considered "Flights" unless interceptions are made and guns are fired on enemy planes.
4. Recommendations for awards are to be assembled by each ship and forwarded as enclosures to a single basic letter from that ship for each type of award. Thus a ship submitting recommendations for deceased individuals for any award, recommendations for Letters of Comendation and recommendations for awards which ComFIRST Car TF is authorized to make will submit three basic letters with all recommendations grouped as enclosures, i.e., One Letter to Secretary, One Letter to ConFIFTHFleet and One Letter to ComFIRST Car TF, all through the Chain of Command.

AUTHENTICATED:

H. S. ROSENBLATT

H. S. ROSENBLATT,
Flag Secretary.
TOP SECRET

ANNEX ITEM

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

INTELLIGENCE

GENERAL

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

ESTIMATE OF ENEMY FORCES

NAVAL

2. It is estimated that at the beginning of this operation the Enemy will have the following naval force available in the Empire: 4 BB, 2 CV, 2 XCV-BB, 1 XCV, 2 CVL, 1 CVE, 1 CA, 3 CL, 20 DD and 45 SS. (It is possible that three additional CVE's have recently become operational.) This force is believed to be concentrated in Western HONSHU and having spent several months repairing the damage sustained in October may today be ready and willing to sally forth in another attempt to defend the vanishing Empire.

3. Supplementing the enemy's naval striking force is a group of picket boats patrolling the Southern and Eastern approaches to the Empire. These vessels appear to be stationed on an East-West line at 30 or 31 degrees North Latitude and a North-South line at 133 degrees East Longitude.

AIRCRAFT

4. The enemy is believed to have the following number of aircraft available in HONSHU, KYUSHU, HANSEI SHOTO and FUKOKUSA: 1340 VF, 385 VB, 685 VB(H), 65 VP, 425 VP/P/V50, Total: 2900. It is estimated that the largest concentration of enemy aircraft is in KYUSHU with perhaps 25% of the above total based there.

5. Definite information on searches flown regularly from the Empire is not available, and it must therefore be assumed that enemy search planes will be encountered at any time when our forces are within 700 miles of HONSHU or KYUSHU. The enemy may use various types of aircraft on these patrols: Flying boats, seaplanes, medium bombers, reconnaissance planes, torpedo and dive bombers and even fighters.

MINED AREAS

6. The attention of all units is called to CinCPAO, serial 0001009 of 21 November 1944 and the corrections thereto contained in CinCPAO Top Secret memorandum to the distribution list of 24 November 1944, CinCPAO serial 00044 of 10 January 1945, and CinCPAO serial 000195 of 3 February 1945. Pilots should be briefed with regard to mined areas over which they may fly and warned to avoid those areas so far as possible unless on a mine reconnaissance mission. Rescue of downed personnel in restricted areas may be impossible.
TOP SECRET  
ANNEX ITEM  
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE  
OPERATION PLAN 2-45  

FRIENDLY FORCES  
SURFACE  

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

FRIENDLY AIRCRAFT  

8. This force may expect to encounter long range patrol planes (PBM, PBY, PB2Y,  
PB4Y, PB4Y-2) and B-29's as well as all types of carrier planes and seaplanes.  
Attention is called to the presence of the PB4Y-2's or Privateers and the  
B-29's which will be flying patrols and strikes day and night in close prox-  
imity to the force. Also note that certain units of the Fleet are now equipped  
with the new SC, the Curtiss Seac Hawk, which should not be taken for the Jap's  
Rex, Norm or Rufe.  

9. A plan of searches now flown by patrol planes from SAIPAN, TINIAN, ULITHI,  
IWO JIMA, LUZON and LEYTE is set forth in Enclosure ONE to this Annex. Additional information regarding friendly searches, patrols and strikes will be  
furnished as available.  

FRIENDLY SUBMARINES AND ATTACK RESTRICTIONS  

10. Information concerning the movement of friendly submarines will be furnished  
by CinCPAO, CinCF, CTF 17 and CTF 71 by despatch.  

11. The attention of all units is called to Paragraphs 3 through 9 of CinCPAO  
SOP-1 which set forth the attack restrictions in Havens, Submarine Patrol Zones,  
Air Surface Zones, Joint Zones, and Blind Bombing Zones.  

12. The following pertinent CinCPAO Zone Notices which reclassify operating areas  
established by Addendum Six to SOP-1 are quoted herewith for information:  

"CINCPAO ZONE NOTICE NO. 97 X ADDENDUM 6 TO SOP-1 WILL BECOME EFFECTIVE  
AT 1500 COT 8 FEB X HOLDERS ENTER THE FOLLOWING CHANGES: (1) ADD  
HAVENS ESTABLISHED BY NOTICES 74 AND 94 X (2) ENTER NEW AREAS AND  
CORRECT EXISTING AREAS IN ACCORDANCE WITH NOTICES 78 AND 83 X (3)  
ENTER CHANGES FROM NOTICE 91 AND 92 X (4) SHIP NEW AREA DESTROY AS  
AIR SURFACE ZONE X LEGJOINT AS SUBMARINE PATROL ZONE AND AREAS  
DELETE AND DECLASS WEST OF A LINE FROM 21 N 118 E TO CAPE GIRARD  
(18-31 N 120-35 E) X AS AIR SURFACE ZONE X ALL OTHER AREAS FOR ARE  
HEREBY CLASSIFIED AS SHOWN ON ADDENDUM 6 X (5) CORRECT ZONES IN  
CTF 71 TO CORRESPOND TO NOTICE 96 X ADDENDUM 3 TO SOP 1 AS MODIFIED BY  
NOTICES 56 X 62 X 91 AND 93 REMAIN EFFECTIVE AND IS THE ONLY ADDENDUM  
NEEDED BY SHIPS OPERATING EAST OF 156 DEG E.N.T X PARA X ALL ZONE  
NOTICES NOT MENTIONED HEREBIN HAVE BEEN CANCELLED OR SUPERSEDED X  
DESTROY ADDENDUM 5 BY BURNING XXXXX"  

CTG 58.1  
OpPlan 2-45  

ANNEX ITEM - 2  
INTELLIGENCE  

120
CONFIDENTIAL TASK GROUP FIFTY EIGHT POINT ONE OPERATION PLAN 2-45

FRIENDLY SUBMARINES AND ATTACK POINT RESTRICTIONS (Cont'd)

12. "CINCPOA ZONE NOTICE 101 X THE SUBMARINE HAVEN AT MAJO RO IS HEREBY RECLASSIFIED AS AN AIR SURFACE ZONE X PARA X NOTICES OF GENERAL DISTRIBUTION ARE 97, 100, AND 101 X NOTICES 98 AND 99 HAD LIMITED DISTRIBUTION AND WILL SOON EXPIRE XXXX"

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

"CINCPOA ZONE NOTICE 103 X CANCEL NOTICE NUMBER 100 X CINCPAC X HAS ANNOUNCED THAT EFFECTIVE 0001 GCT 19 FEBRUARY THE JOINT LINE FROM POINT HIN NEW BRISBAN, WHICH FIRST APPEARS ON ADDENDUM 6 AT POINT GIN (23-15 S 156-05 E), TO POINT DUCH (05-00 N 119-35 E) AND THE JOINT LINE FROM POINT QUID (01-30 S 136-30 E) TO POINT TENT (00-55 N 136-31 E) ARE CANCELLED X THERE ARE FURTHER CHANGES IN THE CLASSIFICATION WEST OF THE PHILIPPINE AND NEW GUINEA WHICH WILL NOT BE REPEATED SINCE THEY DO NOT EFFECT PO FORCES X POA WEST OF CINCPAC X EFFECTIVE JOIN ZONE NOTICES TO ALPOA ARE 97, 101, 102, AND 103 XXXX"

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

REPORTS

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

CTG 58.1
OpPlan 2-45
15. A.C.I Officers are encouraged to file A.C.I-1 Supplementary Reports.

16. Every effort should be made to obtain information as to types of Flak fire used and approximate location of guns and automatic weapons.

17. Effort should be made to classify Flak as to:
   (a) Altitudes encountered,
   (b) Type, (Barrage, Predicted Concentration, Continuously Pointed).
   (c) Cloud cover in reference to location of bursts or tracers.
   (d) Accuracy or inaccuracy within the Moderate, Medium and Intense classification in A.C.I-1 reports.

18. Any and all new Flak information will be of great value for future operations particularly in reference to heavy gun and automatic weapon locations.

19. Flak information should be included in Flash Reports where available.

20. Accurate maps should be kept of reported sites positions divided into heavy and automatic types. A.C.I Officers shall screen reports of these locations and coordinate them on one map to be sent to the Task Group Commander after each strike day by any scheduled destroyer mail trip.

AUTHENTICATED:

[Signature]

H. S. ROSENBLATT,
Lieutenant, USNR,
Flag Secretary.
APPROACH TO OKINAWA FOR TRANSIENT PLANES

Do not approach within 10 miles until IFF has been checked with seaplane base commander.

Direct approach to field from here.

Do not proceed beyond here without checking IFF with com air support control units.

Direct approach to landing from here.

1500 ft. altitude from here in.

All planes pass through this point.

LANOPLANE TRAFFIC

At night all planes turn on running lights when passing here.

Report in on 140.58 mc.

Landplanes to com air support control units, seaplanes to seaplane base commander.

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

CTG 58.1
OpPlan 2-45

ENCLOSURE TWO TO ANNEX ITEM
LOVE
ENCLOSURE (A) TO APPENDIX IV TO ANNEX (H)
COM PHIBS PAC OP PLAN No. A1-45
These searches will start about LOVE or LOVE PLUS ONE DAY

Enclosure (A), To Appendix (VI), To Annex (H),
To Com Phibs Pac, OP PLAN, No. Al-45

CTG 58.1
OpPlan 2-45

ENCLOSURE FOUR TO ANNEX ITEM
LOVE
TOP SECRET
ENCLOSURE FIVE TO ANNEX ITEM
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45.

CVE SEARCHES FROM OKINAWA

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

1. Tactical search at OKINAWA will be by CVE based aircraft in accordance with the following plan. Searches will be made only when ordered by Commander Joint Expeditionary Force, or prior to LOVE Day by Commander Amphibious Support Force.

2. Sectors are 12 degrees wide, and extend for a distance of 250 miles from OKINAWA. Sector designations run from ONE to THIRTY as shown on Sketch (1). For a given search those sectors required to be covered will be specified in the search order.

3. Sectors will be covered by flying true geographical track as shown in Sketch (2). (Note that points: WILLIAM, XRAY, YOKE and ZEBRA, apply to each sector). Each search group will proceed from its launching position to its point WILLIAM which lies on a 50 mile circle from OKINAWA, (points DOLO). From there the search group will proceed on the sector median for 65 miles to reach point XRAY. At point XRAY, a 6 degree left turn will be made and a distance of 125 miles flown to its point YOKE. At point YOKE an 8 degree right turn will be made and a distance of 24 miles flown to its point ZEBRA. From point ZEBRA the search group will return to point XRAY. After passing point XRAY the search group will proceed directly to its carrier.

4. The normal search group will consist of one TBM and two PH aircraft. Carrier group commanders are authorized to vary the composition of a group as they deem necessary, but shall inform Commander Joint Expeditionary Force of the changes made.

5. TBM aircraft will not normally carry a bomb load on these searches.

6. Communications between search groups and parent carrier will be on the Task Force search channel as specified in CentCom/'GO (Annex ABLE, paragraph BAKER One). If interference is encountered, the carrier group commander may direct a change of frequency but will inform the Commander Joint Expeditionary Force and the OTC as to such change. The parent carrier will relay contact reports received from the search groups to Commander Joint Expeditionary Force and the OTC, and will also broadcast these contact reports on the Task Force Commander's frequency. (See ComFIFTH Fleet OpPlan 1-45 Annex L).

CTG 58.1
OpPlan 2-45
Enclosure (A), To Appendix (VIII), To Annex (H),
To Com Phibs Pac, OP PLAN Al-45

ENCLOSURE FIVE TO ANNEX ITEM-2
LOVE
Enclosure (B), To Appendix (VIII), To Annex (H),
To Com Phibs Pac, CP PLAN No. A1-45
Pilots should be briefed on the presence of the following POW Camps on KYUSHU and should in so far as possible avoid attacking these areas.

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. AIMOURA</td>
<td>33°11' N, 129°40' E</td>
</tr>
<tr>
<td>2. BEPPU</td>
<td>33°17' N, 130°30' E</td>
</tr>
<tr>
<td>3. KOKURA or KOGURA</td>
<td>33°53' N, 130°53' E</td>
</tr>
<tr>
<td>4. KUMAMOTO</td>
<td>32°48' N, 130°42' E</td>
</tr>
<tr>
<td>5. KURUME</td>
<td>33°09' N, 130°30' E</td>
</tr>
<tr>
<td>6. MOJI</td>
<td>33°56' N, 130°57' E</td>
</tr>
<tr>
<td>7. NAGASAKI, 221</td>
<td>32°45' N, 129°53' E</td>
</tr>
<tr>
<td>8. OHOTA</td>
<td>33°01' N, 130°26' E</td>
</tr>
<tr>
<td>9. OKA</td>
<td>33°47' N, 130°43' E</td>
</tr>
<tr>
<td>10. SAKURAJIMA (SAKURASHIMA)</td>
<td>31°34' N, 130°26' E</td>
</tr>
<tr>
<td>11. SASEBO</td>
<td>33°11' N, 129°43' E</td>
</tr>
<tr>
<td>12. TOMITA-MACHI</td>
<td>32°55' N, 131°27' E</td>
</tr>
<tr>
<td>13. YAMATA</td>
<td>33°52' N, 130°49' E</td>
</tr>
</tbody>
</table>

See CinCPac - CinCPAO Bulletin No. 36-45 on Prisoner of War Camps.
1. General

(a) All units will be prepared for action at all times. Weapons must be maintained in the highest state of readiness and condition that weather and sea permit.

(b) Routine manning of battle stations or testing of the alarm systems should always be preceded by an announcement over the loudspeaker system. Sounding of General Quarters without prior announcement should signify an emergency or imminent action.

(c) Temporary changes of course or speed are authorized for individual ships to increase effectiveness of fire or to avoid enemy attacks. Ships will regain stations promptly.

(d) Do not endanger our own ships by promiscuous gunfire. Gun batteries must be kept under positive and instant control.

(e) Emergency maneuvers will be ordered by T.F.S. All ships must be alert to follow the motions of the flagship in case of communication failure. Voice codes such as shackles codes will not be used for emergency transmissions.

(f) Damaged Ship

1. If a ship is severely damaged and requires towing, the Cruiser Unit Commander on order of the T.F.S. will designate a cruiser to take the disabled ship in tow.

2. Commander Screen will designate four destroyers to stand by and screen the disabled ship.

3. The Task Group Commander will divert part of the airborne patrol to remain over the damaged ship until a special ASP can be launched.

4. Towing assistance will be arranged by the Task Force Commander if the situation permits.

5. As soon as practicable, a damaged ship will inform the Task Group Commander, information Task Force Commander, as to its recoverability, speed and ability to continue operations and will submit brief version of attack procedure employed by the enemy. An amplifying report will be made at a later time.

2. Air Attacks

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

FIGHTING INSTRUCTIONS

3. Submarine Attacks.

(c) A destroyer making sound contact on a possible submarine shall after initiating an attack, inform the Task Group Commander via TBS giving:

1. His voice call.
2. Station number or picket station.
3. True bearing of contact from DD. (and state that the bearing is true).
4. Range of contact from DD.
5. Evaluation of contact.

Example:

"This is CICCALLA in station 4. Initiating attack on sound contact 315 degrees T. 315 degrees true, distant 600 yards. Contact believed to be sub."

(b) Linking vessels, pickets or screening vessels nearest to adjacent task group(s) will be alert to relay information.

(e) The Task Group will normally be maneuvered by emergency TBS to bring the contact center. In the daytime, individual ships closer than 600 yards to the contact are authorized to head toward the contact if torpedoes have been fired. Individual ships should maneuver independently at any time to avoid torpedoes having due regard for safety of adjacent ships.

(f) Restrictions on attacks when in: (See Annex Item for effective zones)

1. M.V.E.S - Do not attack.

2. SURFACE INDIAN ZONE - Do not attack unless enemy identity has been established beyond the possibility of doubt. Destroyers make challenge on sound every 5 minutes while in a H.V.E.Z. Even though submarine is established as enemy, all depth charges must be set at 151 feet or less.

3. ALL SURFACE 20000 - Attack immediately. There are no restrictions attack unless a submarine notice has established a moving H.V.E.Z.
(c) (cont'd)

4. **JOINT ZONE** - Attack immediately any submarine within torpedo range of heavy ships unless identified as friendly. Depth charges will be set at 150 feet or less. Contacts outside of torpedo range of heavy ships must be definitely identified as enemy before attacking. AE's make sound checks every 5 minutes while in a **JOINT ZONE**.

5. **BLIND Bachelor Zone** - Attack immediately. There are no restrictions on attack unless a moving H.V.M. has been established by a submarine notice.

4. **Major Surface Action by Task Group 56.1 Operating Independently.**

If the Task Group is required to engage in a major surface action without support of other forces, the following will apply: Commander Task Unit 56.1.5 (Near Admiral SHAW) will form the Support Unit when directed by Commander Task Group 56.1. The carriers plus **JOHN** will form in column in normal order, **HOBART, LEXINGTON, WASP, ESSEX** and **JOHN** without signal, following motions of the flagship, and with the assigned screen retire in the direction away from the enemy. The enemy will then be engaged in accordance with the directives contained in Enclosures one and two. If necessary to avoid or delay action due to own inferior strength, the Task Group's retreat will be accomplished toward the nearest friendly forces.

5. **Minor Enemy Surface Force Encountered by Task Group 56.1 Operating Independently.**

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

6. **Major Fleet Action.**


7. **Fast Striking Group.**

In the event the Fast Striking Group (TG 56.7) is formed, DesDiv 50 will be directed to report to CTG 56.8 for duty with TG 56.7 of which group TG 56.8 is a unit.

**AUTHENTICATED**

H. B. KUSENBECK
Lieutenant, USNR
Flag Secretary.
TOP SECRET
ENCLOSURE ONE TO ANNEX JIG
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE, OPERATION PLAN 2-45.

CGG-94-3(1)
Serial 6605
TOP SECRET

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

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

ULITHI, CAROLINE ISLANDS,
10 March 1945.

TASK ORGANIZATION

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

Task Unit 58.1.41 - Carriers

HORNET (FF)
REAP (F) - Rear Admiral T. L. SPRECKE 3 CV
BREMINGTON
BELLEAU WOOD - Rear Admiral J. H. HANSON 1 CVEL

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

SAN JUAN (F) - Rear Admiral J. H. CARTER 1 CL(M)

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

DESJOIN 41 (Captain T. H. HENDERSON)
DASDIV 132
DALVY (SF)
MARSHFIELD
L. K. STENSON
COLETT
BADING

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

Task Unit 58.1.51 - Battle Line

BATTIV 8 (less M.I.B.I.)
MISS. CHICHESTER (F)
INDIANA - Rear Admiral F. E. M. UNTING 2 DD

Task Unit 58.1.52 - Battle Line Screen - Captain J. E. LUDWIG

DESJOIN 25
DASDIV 42 (less LITTLE and MABISON) 3 DD
JOHN HODGERS (SP)
NESC
LIYAY (FD)

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

GRUDIV 14 (less HOUSTON)
VINCENNES (F)
INDIANA
VICKSBURG 3 CL

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-1
MAJOR SURFACE ACTION PLAN 2-45
ENCLOSURE ONE TO ANNEX JIG
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45
MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

Task Unit 58.1.54 - Capt. H. C. Parish (Cmdr. W. C. Whinn)
SLSDIV 50 (plus HARRISON)
SIGSLEE (P)
SCHROEDER
DASHIELL
HARRISON

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

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

2. This force will destroy enemy surface units by gunfire, destroye torpedo attacks and air attacks.

3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.

   (b) Support Unit engage enemy and destroy with gunfire and torpedoes.

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

4. - - - - - - - - - - - - - -

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

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

AUTHENTICATED:

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

CTG 58.1
OpPlan 2-45
ENCLOSURE T.O TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY EIGHT POINT ONE OPERATION PLAN 2-45

FBI 8416-3
Serial 0002

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

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

5 RS
Battle Line 0000 - Massachusetts Guide
Light Forces 8000

5 SS 5
MASSACHUSETTS 2220 - Guide
INDIANA 2140
VINCENNES 2290
MIAMI 2000
VICKSBURG 2070
SCREEN Circle 6

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

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

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

5 NS
BatDiv EIGHT 1.5270 - Massachusetts Guide
Cruisers 1.5090
Screen Circle 6

CTG 58.1
OpPlan 2-45

APPENDIX I
ENCLOSURE T.O TO ANNEX JIG-3
COMBATDIV EIGHT OPERATION ORDER 2-45

137
ENCLOSURE TWO TO ANNEX "JIG TO COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

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

(a) 58.1.51 Battle Line - Rear Admiral J.F. Shafroth, U.S.N.
    BattDiv EIGHT less ALABAMA
    MASSACHUSETTS (F), INDIANA
    2BB

58.1.52 Battle Line Screen - Captain J.W. Ludwig, U.S.N.
    DesDiv FORTY NINE less LITTLE and HARRISON
    JOHN ROGERS (SF), McKee, MURRAY (PD)
    3DD

(b) 58.1.53 Light Forces - Rear Admiral F.E.K. Whiting, U.S.N.
    58.1.54 Cruisers - Rear Admiral F.E.K. Whiting, U.S.N.
    CruDiv FOURTEEN less HOUSTON
    VINCENNES (F), MIAI, VICKSBURG
    3CL

58.1.55 Light Forces Screen - Captain H.C. Parish, U.S.N.
    DesDiv FIFTY plus HARRISON (Comdr W.C. Winn)
    SIGSBE (F), DASHIELL,
    SCHROEDER, HARRISON
    4DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.

2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.

3. (a) Battle Line engage and destroy enemy by gunfire.
    (b) Battle Line Screen screen Battle Line and join light forces when directed.
    (c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan.
        Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.

4. (1) Engagements will be fought in accordance Battle Plan 113 USF OA unless otherwise directed.
    (2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45
ENCLOSURE TWO TO ANNEX "JIG" TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERATION PLAN 2-45

FBL-8/A16-3
Serial CO02

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

OPERATION ORDER
CombatDiv 8 No. 2-45

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

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

5. (a) Communications in accordance with CentCom T.C.O., and Commander
Task Group FIFTY-EIGHT POINT ONE Operation Plan 2-45. Be pre-
pared to shift to Task Unit Common - 467Kcs. (C:J).

(b) Use Zone Zebra time in accordance with paragraph 1L30 of
CentCom T.C.O.

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

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

APPENDIX I - Cruising dispositions.

CTG 58.1
OpPlan 2-45

ENCLOSURE TWO TO ANNEX JIG - 2
COMBATDIV EIGHT OPERATION ORDER 2-45
TOP SECRET

ENCLOSURE THREE TO ANNEX JIG

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

HEAVY ANTI-AIRCRAFT DOCTRINE

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

HEAVY AN DOC TRINE

I. DAY - HIGH VISIBILITY

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

Take Under Fire:

(1) Any plane recognized as enemy. Do not wait for orders from higher authority.

(2) Any unidentified plane approaching the disposition from a bearing other than the correct approach bearing when the range has closed to 12,000 yards, except for planes within 1,000 feet of the assigned altitude of the high altitude CAP. Special effort must be made to identify before opening fire on planes approaching from incorrect bearing.

(3) Any unidentified plane within 12,000 yard range making a radical descent in altitude and closing the disposition.

(4) Any unidentified plane diving on own ship or disposition regardless of the correct approach bearing of the plane.

CAUTION:

(1) Avoid firing in such a manner as to endanger own ships. This applies especially to low flying planes in or near the disposition.

(2) Since the CV's are inside the disposition, great care must be exercised on their part in the use of 5" weapons. Because of the danger to other ships, normally CV's should shoot their 5" only at diving attacks or high altitude planes, and they should exercise due caution when firing automatic weapons.

(b) Pickets.

Take Under Fire:

(1) Any plane definitely established as enemy.

(2) Any plane taken under fire by the disposition which cannot be recognized as friendly by picket.

(3) Any plane making a threatening approach on the picket.
VI. FIRE CONTROL AND SEARCH (Cont'd)

(3) Pickets search through a sector from adjacent picket on one side to adjacent picket on other side or to a tangent to the task group screen if an adjacent picket is not stationed.

(4) Channel "R" VHF will normally be used for traffic concerning all defense. In making reports give call of ship reporting, true bearing, range and altitude of plane.

(b) The above searches are not intended to restrict the bearings on which a ship may fire, however in case of multiple targets the primary target will be enemy planes approaching in the assigned sector.
I. DAY - HIGH VISIBILITY (Cont'd)
   (c) Exception.
      (1) Ships other than strike pickets take under fire bogies on correct
      approach bearings at angels greater than 4 but not within 1,000 feet
      of altitude of High Altitude CAP.

II. DAY - LOW VISIBILITY - FRIENDLY PLANES AIRBORNE
   (a) BB's, CL's, CL(AM)'s, CV's, DB's, and Pickets.
      Take Under Fire:
      (1) Planes definitely identified as enemy provided fire will not en-
      danger own ships.
      (2) Any plane making threatening approach on your own ship unless fire
      would endanger other ships of the formation.
      (3) Any bogey ordered to be placed under fire by TCC.

III. DAY - LOW VISIBILITY - NO FRIENDLY PLANES AIRBORNE
   (a) Same as for Night Air Attack Doctrine in FIRSTcar TPI-1A Paragraph 2135.

IV. NIGHT
   (a) Same as FIRSTcar TPI-1A Paragraph 2135.

V. VISIBILITY
   (a) If there exists any doubt as to the visibility condition in effect, re-
   quest clarification from the TCC.

VI. FIRE CONTROL RADAR SEARCHES
   (a) When AA batteries are in Condition One and in special instances on
   direction from the TCC.

      (1) CV's and BB's search 360° with AA Fire Control Radars. Use 30° an-
      tennae elevation with Lobing "on". Main Battery directors may be
      used for low altitude search.

      (2) Other types except pickets search through a sector of 180°; 90° on
      each side of the bearing line from the disposition center with 20° an-
      tennae elevation and Lobing "on". Main battery directors of
      cruisers may be used for low altitude search.
TOP SECRET

Annex King

Comander Task Group Fifty-Eight Point One Opertion Plan 2-45

Training Exercises

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

1000 TG 58.1 less units of TF 59 sortie.

1030 All ships of TG 58.1 check communications on VHF 142.02 mcs.

1100 Launch Flight LI. and Patrol I. 
CV's launch 16 VT, 6 VB and 6 VT.
BELLEAU WOOD launch 8 VF and 6 VT.
WASP also launch Patrol I. (8 VF CAP and 4 VT ASP).
Loading: 
VF - One rocket and one 100# W. F.
VB - Two 100# W. F. bombs
VT - Two 100# W. F. bombs
WASP and BENNINGTON have slugs streamed by 1330.
Patrol I take station 15 miles ahead of formation and keep clear of AA firing.

1120 Form column on signal. Order from van to rear, HORNET, BENNINGTON, WASP, BELLEAU WOOD, S.N JUNI.

1135-1300 Conduct Drone AA firing exercise.
Use procedure of PloFit Notice 9CWI-44, except voice call for COP will be CHARLIE PETER ONE instead of CHARLIE PETER and primary communication will be VHF 142.02 mcs. Standby 3505 kcs voice. The standby frequency will not be used unless specifically directed by T.G.O. HORNET controlling ship. Fire 5" only. Do not use VT fuzes. Cease firing when range has closed to 3000 yards.

1300-1330 Form cruising disposition 5-R on signal.

1330-1400 Simulated attacks on Task Group by Flight LI. HORNET coordinate.
CAP intercept. Expend one rocket or bomb on first attack and repeat attack as soon as practicable.

1400-1415 Launch Flight 1B and Patrol 2.
Same as Flight LI except BENNINGTON launch Patrol 2.
Loading same as Flight LI.
Patrol take station 15 miles ahead of formation during AA firing.

1415-1500 Recover Flight 1A, Patrol 1 and replacement aircraft.

1500-1515 Form column on signal.

1515-1630 Surprise Sleeve AA Firing. Six shore based tow planes will make various types of approaches on the Task Group. Sleeves may be fired upon by any ship having a clear range. Ships guard 142.02 mcs. as primary communication with tow planes. Standby 142.02 mcs. TGQ will control. Voice call BULL DURHAM. Tractor voice calls: TRACTOR AIBE, TRACTOR BAKER, TRACTOR CHARLIE, TRACTOR DOG, TRACTOR EASY and TRACTOR FOX.

CTG 58.1
OpPlan 2-45

Annex King - 1
Training Exercises
TOP SECRET

ANNEX KING

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

TRAINING EXERCISES (Cont'd)

1630-1645 Form Cruising disposition 5-R on signal.

1645-1715 Flight 1B simulate attack on Task Group. BENNINGTON coordinate. Some instructions as Flight 1L.

1715 Each CV launch 4 VF(N).

1720 Recover Flight 1B and Patrol 2.

1900 BENNINGTON land VF(N).

1930 WASP land VF(N).

2000 HORNET land VF(N).

SORTIE PLUS ONE DAY

0520 Launch Flight 1L and Patrol #1. HORNET and BENNINGTON each launch 16 VF, 6 VB, and 4 VT, also 2 VT Tow Planes. WASP launch 16 VF and 6 VB, also Patrol #1 (8 VF, CAP and 4 VT ASP). PUEBLA/KOD launch 8 VF and 3 VT. Loading: VF two rockets or one rocket and one 100#/W.F. bomb, VB two 100#/W.F. bombs, VT two 100#/W.F. bombs, WASP and BENNINGTON each stream sled by 0800.

0545-0600 Form Column on signal.

0600-0730 M. Sleeve Gunnery - BENNINGTON provide two tractors for screen - HULL control. HORNET provide two tractors for heavy ships. BULL DURHAM control. ConScreen inform BENNINGTON type runs desired. HORNET tractors start making Hoe type runs for 5 inch and automatic weapons, sleeve altitude 1500 feet, as soon as sleeves are streamed. Make approaches together. First run over loading two heavy ships from portside, any ship that can safely fire may do so. Second run from starboard over same two ships. After making run over van ships from each side shift down the column. Communications 142.02 mcs.

0730-0745 Form Cruising Disposition 5-R on signal.

0800-0830 Flight 1A attack sled. HORNET coordinate attack. Only one bomb or rocket will be expended on first attack. As soon as first attack is completed, rendezvous and deliver second attack.

0830-0845 Launch Flight 1B and Patrol #2. WASP and HORNET launch 20 VF, 9 VB, and 9 VT. WASP also launch 8 VF CAP for BB group. Communications VHF 142.02 mcs. HORNET also launch 8 VF CAP for CA-CL group. Communications VHF 142.74 mcs. BENNINGTON launch 20 VF, 9 VB and 5 VT, also Patrol #2 (8 VF CAP and 4 VT ASP). PUEBLA/KOD launch 12 VF and 5 VT and 1 VT tow plane. WASP launch 1 VT tow plane.

CTG 58.1
OpPlan 2-45

ANNEX KING - 2

TRAINING EXERCISES
TOP SECRET

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

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0830-0845 Loading: 
VF - One rocket or one 100# G.P. bomb with 401 fuse.
VB & VT - One 100# G.P. bomb with 401 fuse.
CAP for BB and CG-CL groups proceed directly to their station.
BENNINGTON coordinate strike. Deliver simulated attack on both groups.
All heavy ships will tow sleds or spars. After bomb and rocket attack make simulated low level and strafing attacks.

0845-0930 Land Flight 1A and Patrol #1.

0930-0945 Form Column on signal.

0945-1130 AA Sleeve Gunnery - WASP tractor make George type runs for heavy ships.
BELLEAU WOOD tractor make runs for screen as directed by ComScreen (HUNDRUM 1). Communications 142.02 mcs.

1130-1145 Form Cruising Disposition 5-R on signal.

1145-1200 Launch Flight 1C and Patrol #3. CV's launch 16 VF; 6 VB and 6 VT.
BELLEAU WOOD launch Patrol #3 (8 VF CAP and 4 VT ASP). Loading same as Flight 1B.

1200-1245 Land Flight 1D and Patrol #2.

1245-1300 Form column on signal. ComScreen assign 3 DD's to take station in column astern of S.N. JUNI for firing at balloons on water.

1300-1345 Surface firing for carriers S.N JUNI and 3 DD's. DD's of bent line screen drop bunches of three weighted balloons filled with air at five minute intervals. If yellow or red paint is available, paint the balloons to make them more visible. DD's selected to drop balloons should be stationed so balloons will pass ships of the firing column about 2000-3000 yards abeam. Ships use local control pointer fire. Fire when range is clear.

1345-1400 Form Cruising Disposition 5-R. The DD's other than tailback rejoining screen keep well clear of carriers and towed sled.

1400-1430 Flight 1C attack sled. Same instructions as Flight 1A except only one attack. WASP coordinate.

1430-1445 Launch Flight 1D and Patrol #4. WASP and BENNINGTON launch 16 VF; 6 VB and 6 VT. HUNTER launch 16 VF; 6 VB and Patrol #4 (8 VF CAP and 4 VT ASP). BELLEAU WOOD launch 8 VF and 4 VT. Loading same as Flight 1B.

1445-1530 Land Flight 1C and Patrol #3.
ComScreen station three DD's astern of disposition for surface firing on completion of recovery.

1530-1615 WASP and BENNINGTON drop weighted bunches of balloons at 5 minute intervals. DD's astern of disposition conduct local control pointer fire using balloons as targets.

CTG 58.1
OpPlan 2-45

ANNEX KING - 3
TRAINING EXERCISES
1630-1700 Flight 1D attack sled. Same instructions as Flight 1C. BELLEAU WOOD coordinate.

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

ANNEX LOVE

COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE Operation PLAN 2-45
PUBLIC RELATIONS

1. Attention is invited to PacFlt Letter 48L-44 which provides for the appointment by all ships of a Public Relations officer to carry out the duties outlined therein.

2. All ships will advise the T.G.C. at the earliest practicable time of the names and affiliations of any accredited press, radio or photographic correspondents assigned.

3. Unless otherwise directed, material originated by the representatives mentioned in paragraph 2 above will be delivered to the T.G.C. for further delivery to the proper addresses.

4. Ships and squadrons will render every assistance consistent with operational ability to accredited representatives of the press.

5. Attention is invited to provisions of Annex K, to ComFIFTH Fleet OpPlan 1-45. For emphasis paragraph 13 is repeated as follows:

"13. Commanders, through their intelligence officers and public relations officers, will keep correspondents assigned to them abreast of the current situation. In view of the fact that all material is censored by qualified CinCPAC censors before release, a liberal attitude in this connection is desired. Only under these circumstances can a correspondent present a clear and accurate picture of the action."

6. Every effort should be made by ship's Public Relations officers to provide newsworthy items in narrative form upon completion of action against the enemy.

7. Public Relations photographs and pictures provided for in paragraph 5325 of FIRSTCar TFI-IA shall be obtained, selected and delivered to the T.G.C. for forwarding to CinCPAC-CinCPAC as provided in Annex HOW to this plan.

8. Action Reports of each ship should cover Public Relations activities of the subject ship.

AUTHENTICATED:

H. S. ROZENBLATT,
Lieutenant, U.S.N.R.,
Flag Secretary.

CTG 58.1
OpPlan 2-45
From: Commander Task Group FIFTY-EIGHT POINT ONE
To: Holders of CTG 58.1 Operation Plan 2-45.

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

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

ANNEX A

2200 (c) Change the third item from 8410 CW to 4295 Series "HICOM FOX".

2217 (c) Change second sentence to read:

"In addition all ARC One sets shall include Channel Jig 128.70 and Channel Victor 142.56 and shall have Channel Queen as the guard channel."

2217 (d) Anti-Sub Patrol - Use Channel "A" VHF, not Channel "Q".

2540 Pending revision of Aircraft Calls and Sector Numbers follow Task Force Instructions except that the call of parent carrier will be used in every case. The only exception is the Target Coordinator or Flight Coordinator who will use the collective call of the Task Group preceded by the designation of the strike or sweep.

For example:

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

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

BAKER A.R.B
EASY PIDO

ANNEX BAKER

2 (c) Acceleration Rate

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

1. NORMAL ACCELERATION


   CTG 58.1
   OpPlan 2-45
   - 1 -

   Change ONE

   14/9
SECRET

Subject: Change No. 1 to CTG 56.1 Operation Plan 2-45.

ANNEX BAKER (Cont'd)

2. DECELERATION

Time (min) : 0 :2\(\frac{1}{4}\) :8\(\frac{1}{4}\) :13 ; 16\(\frac{1}{4}\) ; 18 3/4 ; 20\(\frac{1}{4}\) : 21 ; 22 \(\frac{1}{4}\) ; 23
Knots : 33 ; 33 ; 33 ; 30 ; 27 ; 24 ; 21 ; 18 ; 15 ; 12 ; 10 ; 5 ; 0;

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

ANNEX EASY

6. Change "sunset" to "sunrise".

Enclosure ONE

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

Add following new footnote 6:

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

ENCLOSURE SEVEN

Change Target Assignments as follows:

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

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

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

ENCLOSURE EIGHT

Change Target Assignments as follows:

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

Strike EASY - BENNINGTON hit K.GOSHIRA, BELLEAU WOOD hit K.KONOJO.

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

CTG 56.1
OpPlan 2-45 - 2 - Change ONE
SECRET

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

ANNEX EASY (Cont'd)

ENCLOSURE NINE

1. Delete from paragraph 1:

WARABITO, ICHIKI, TAKAYAMA and SHIKINE

5. Add new paragraph 5:

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

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

ANNEX FOX

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

ANNEX GEORGE

Part V Add new paragraph 3 (page 6):

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

ANNEX JIG

ENCLOSURE THREE (page 2)

Parts III and IV

Change Paragraph 2135 to Paragraph 2132(e).

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

AUTHENTICATED:

H. S. ROSENBLATT
Lieutenant, USNR
Flag Secretary.
UNIVERSAL STATES PACIFIC FLEET,
TASK FORCE FIFTY-EIGHT
TASK GROUP FIFTY-EIGHT POINT ONE
U.S.S. HORNET, Flagship.

22 March 1945.

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Holders of CTG 58.1 Operation Plan 2-45.

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

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

OPERATION PLAN

Substitute new page 1.

ANNEX A

2200 Delete WASP wherever appearing.

2200(d) SAN JACINTO copy GUAM rebroadcast of NFM "JUMP" in lieu of NFM broadcast.

HORNET will not intercept Submarine "PETER".

2200(e) BENNINGTON guard 4420 CW, 399 CW, and listen to 2642 Voice.

BALTIMORE guard 2642 Voice.

PITTSBURGH relieve VICKSBURG on 500 Kcs. CW.

Delete - Aircopintel - 4385 Series and substitute the following:

"Opintel POA" 3885 HORNET, BENNINGTON,
6670 MASSACHUSETTS, VINCENNES
10995 and BALTIMORE intercept
13735 (ALPOA 166)"

2217(d) Add following Spotting Frequencies:

BALTIMORE 3695
PITTSBURGH 6220
SAN JUAN 7425 (temporary)

2217(f) Substitute SAN JACINTO for WASP in YE duty.

Add YE Identification letter:

SAN JACINTO - JP

CTG 58.1
OpPlan 2-45
CCD5/A-3(1)
Serial 0031

SECRET

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

ANNEX ABLE (Cont'd)

ENCLOSURE ONE

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

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

ENCLOSURE TWO

Substitute - Enclosure Two - Revision One.

ENCLOSURE THREE and FOUR - Delete

ANNEX BAKER

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

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

BATTLESHIPS - CRUISERS

<table>
<thead>
<tr>
<th>Heavy Ship Station</th>
<th>STATION ASSIGNMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Heavy Ships</td>
</tr>
<tr>
<td>Number</td>
<td>Name of Ship : 8</td>
</tr>
<tr>
<td>2</td>
<td>MASSACHUSETTS : 4,5060 : 1,5060 : 1,5060 : 1,5060 : 1,5060</td>
</tr>
<tr>
<td>3</td>
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<tr>
<td>7</td>
<td>BALTIMORE : 4,5265 : 4,5265 : -----</td>
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</tbody>
</table>

* DD's may be substituted

Change Inner Screen to read as follows:

INNER SCREEN

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

CTG 58.1
OpPlan 2-45 - 2 - Change THREE
SECRET

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

ANNEX BAKER (Cont'd)

Page 3 Paragraph 1 (c).

Change Inner Screen to read as follows:

INNER SCREEN

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

Page 3 Paragraph 1 (d)

Substitute new Station Assignments for Battleships and Cruisers:

BATTLESHIPS AND CRUISERS

<table>
<thead>
<tr>
<th>Heavy Ship:</th>
<th>Station:</th>
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<tr>
<td>Name of Ship:</td>
<td>Number of Heavy Ships Available</td>
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<tr>
<td>:SAN JUAN :</td>
<td>6000 : * : 5000 : * : * : 5000 : 5000 : 5000 :</td>
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<tr>
<td>:VIRGINIAS :</td>
<td>6000 : 6000 : ----- : ----- : ----- : ----- : ----- :</td>
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<td>:ADISTON :</td>
<td>6270 : 6270 : ----- : ----- : ----- : ----- : ----- :</td>
</tr>
<tr>
<td>:INDIAN :</td>
<td>6315 : 6315 : 5300 : 5300 : 5300 : * : * : * :</td>
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</tbody>
</table>

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

Page 4 Paragraph 1 (a)

Substitute :SAN JACINTO for W.SP in Carrier Station 3.

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

Page 5 Paragraph 2 (d)

Delete W.SP and add :SAN JACINTO under B.LITTLE WOOD.

ENCLOSURE ONE, TWO, AND THREE

Delete and substitute Enclosures ONE, TWO, and THREE, Revision ONE.
SECRET
Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX CHARLIE

Paragraph 14.
Second Destroyer - Add after Flagships, "and BB's".
Third Destroyer - Delete "BB's" and substitute "CA's".
Fifth Destroyer - Add "plus all remaining destroyers".

ANNEX DOG

Page 2 Paragraph 2(c) 2.
Substitute SAN JACINTO for WASP.

Page 3 Paragraph 3(b)
Delete WASP and change BENNINGTON to two flashes.

ANNEX EASY

Page 3 Paragraph 18(c)
Change to read:
"On all strike days, the two photo planes attached to the CV Air Groups and the ones attached to the CVL's will each etc."

ENCLOSURE TEN

SAN JACINTO launch as follows:

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

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

At 1430 BENNINGTON launch 6 VF for DCAP #4.

Note 2: Add
"Flight Coordinator assignments alternate between BENNINGTON which takes Strike 1 ABLE and HORNET which takes Strike 1 BAKER."
Subject: Change No. 3 to CTG 58.1 Operation Plan 2-45.

ANNEX EASY (Cont'd)

ENCLOSURE TEN (Cont'd)

Note 3: Delete and substitute the following:

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

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

Note 6: Substitute SAN JACINTO in place of WASP.

Add following new Note:

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

ENCLOSURE ELEVEN

2. SAN JACINTO take WASP assignment.

ENCLOSURE TWELVE

Add new paragraph 4 under LOVE MINUS NINE DAY.

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

ENCLOSURE THIRTEEN.

SAN JACINTO launch as follows:

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

CTG 58.1
OpPlan 2-45

- 5 -
ENCLOSURE THIRTEEN (Cont'd)

Make following changes to schedules of other ships:

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

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

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

Note 2: Delete and substitute the following:

"Condition 10 for 2 VF 0530 - 0745 SAN JACINTO.
0745 - 1230 HORNET
1230 - 1700 PENNINGTON
1700 - 1745 SAN J..CINTO.

Carriers keep 4 to 2 VF in Condition 11 at all times as practicable."

ENCLOSURE FOURTEEN.

2. - Substitute BELLEAU WOOD for WASP.

Add following new paragraphs:

"9. Use napalm, bombs, rockets and machine guns in saturation tactics. TPLO-1 arming plan TFRE recommended."

"10. Twelve plane TCAP's may be reduced to 8 VF when availability is lowered. Such reduction should be shown in operational despatches in the following manner: "Launched TCAP #1 6 VF."

ANNEX FOX

Page 2 Paragraph 13 (a).
Change Channel "C" to Channel "Q".

Page 3 Paragraph 16.
Change example to read:
"Hello Dingle Dangle Sugar C.P Leader."
SECRET

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

ANNEX GEORGE

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

Part III Paragraph 2 - make the following additions

AIR GUARDS

ABLE - Add BALTIMORE
BAKER - Add PITTSBURGH
FOX - Add PITTSBURGH

SURFACE GUARDS

CHARLIE - Add BALTIMORE

SURFACE TRACKING GUARD
Add PITTSBURGH delete WASP

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

Part XI and Part XII
Changes will be included in Change No. 4.

ANNEX HOW

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

ANNEX ITEM

Add new section as follows:

GENERAL

21. The attention of all units is directed to the presence of TF 57 ships and aircraft of the British Navy in the Central and Western Pacific. While all hands are concerned, pilots in particular should be thoroughly briefed on the recognition characteristics of British Warships as set forth in ONI 201 "Warships of the British Commonwealth".

22. Initially TF 57 will be made up of 2 BB's (King George V Class), 4 CV's, (Indomitable Class), 2 CA (Fiji Class), 3 CL (2 Dido, 1 Spartan Class) and 11-12 DD.

CTG 58.1
OpPlan 2-45

- 7 -

Change THREE
SECRET

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

ANNEX ITEM (Cont'd)

23. The following types of aircraft will be employed: Corsair, Hellcat, Avenger plus British Seafire, Firefly and for air sea rescue Walrus and Sea Otter.

24. Task Force 57 commencing LOVE MINUS SIX will be attacking and neutralizing SAKISHIMA GUNTO.

25. Note that some types of British destroyers resemble Japanese destroyers. Since the type of Destroyers in TF 57 is not known, all destroyers found operating independently must be identified as enemy before attacks are made.

26. Types of ships used by the British in the Train have not been disclosed but information will be disseminated when available.

ANNEX JIG

Page 3 Paragraph 4

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

ENCLOSURE ONE

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

ENCLOSURE TWO

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

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

AUTHENTICATED

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

CTG 58.1
OpPlan 2-45 - 8 - Change THREE 158
OPERATION PLAN 2-45.

TASK ORGANIZATION

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

AT SEA
22 March 1945.

(a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
HORNET (FF)
BUFFALO (F)
HELLEAU WOOD
SAN JACINTO

Rear Admiral T. L. SPRAGUE 2 CV
2 CVL

(b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFFOOTH, Jr.

Task Unit 58.1.21 - Battleships - Rear Admiral J. F. SHAFFOOTH, Jr.
Massachusetts (less ALABAMA)
INDIANA

BatDiv 8 (less ALABAMA)

2 BB

(c) Task Unit 58.1.22 - Cruisers - Rear Admiral F.E.K. WATLING
CrusDiv 14 (less HOUSTON)

VINCENNES (F)
LIMA
VICKSBURG

3 CL

CrusDiv 10 (less BOSTON, CANADA) - Rear Admiral L. J. MILTSE
BOSTON (F)
CREASE (F)
PITTSBURGH

2 CA

(c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERMAN

DesRon 25

DesDiv 121
DEHAVEN (SF)
HARRISON

DesDiv 122
SHEPHERD (F)
SHEPHERD (F)

DesDiv 59 (less RINGGOLD)
SLEIBER (F)
SCHROEDER

DesDiv 106 (less YARMALL)
WEBBERBURN (F)

3 DD

T. JENNINGS
STOKES

CTG 58.1
TDC has visual responsibility for pickets and linking vessels.

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

12 DD’s on circle 65. Other DD’s assigned picket duty.

VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

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

ENCLOSURE TWO

TO ANNEX ABLE

CTG 58.1

OP-PLAN 2-45

REVISION ONE
TOP SECRET

ENCLOSURE ONE TO...ANNEX JIG

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

CCD5/AL-3(1)
Serial 0005

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

TOP SECRET

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

AT SEA
22 March 1945.

T.S.K. ORGANIZATION

(a) Task Unit 58.1.4 - Carrier Unit - Rear Admiral J. J. Clark.
Task Unit 58.1.41 - Carriers
HORNET (FF)
BREMEN (F) - Rear Admiral T.B. SPRAGUE
BELLEAU WOOD
SAN JACINTO

2 CV

(b) Task Unit 58.1.5 - Carrier Screen - Captain C. H. Balm.
SAN JUAN (F)

1 CL(Al)

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

DESRON 61
DESDIV 121
DEHAVEN (SF)
MANSFIELD
L. K. STANSON
COLLETT
MADDOX

DESDIV 122
S. N. MOORE (FF)
BLUE
BRUSH
TAUSSIG

9 DD

Task Unit 58.1.51 - Battle Line
BATTIV 8 (less M.I.BARN)
MASSACHUSETTS (F)
INDIANA

2 BB

DESRON 25 - Battle Line Screen - Captain J. T. LUDLAM
DESIV 49 (less LITTLE and HARRISON)
JOHN RODGERS (F)
McKee
MURRAY (FD)

3 DD

Task Unit 58.1.52 - Light Forces Right - Rear Admiral F. E. M. WHITING
CRUDIV 14 (less HOUSTON)
VINCENNES (F)
MIAMI
VICKSBURG

3 CL

DESIV 50 (plus HARRISON) - Captain H. O. Parisch (Cmmdr. W. C. THUN)
SIGSEER (F)
SCHROEDER
DASHIELL
HARRISON

4 DD

CTG 58.1
OpPlan 2-45

REVISED ONE

MAJOR SURFACE ACTION PLAN 2-45
TOP SECRET

ENCLOSURE ONE TO ANNEX JIG

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

MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

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

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

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

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

2. This force will destroy enemy surface units by gunfire, destroy torpedo
attacks and air attacks.

3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack
enemy forces with bombs and torpedoes. Furnish fighter cover for engaged
units.

(b) Support Unit engage enemy and destroy with gunfire and torpedoes.

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

4. -----------------------------

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

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

AUTHENTICATED:

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

CTG 58.1
OpPlan 2-45
ENVELOUSE TWO TO ANNEX "JIG TO
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE OPERAION PLAN 2-45

FBI-3/A16-3
Serial 0002
T-C-P S-E-C-R-E-T

OPERATION ORDER
CombatDiv 8 No. 2-45

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

AT SEA
22 March 1945.

TASK ORGANIZATION

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

(a) 58.1.51 Battle Line - Rear Admiral J. F. Shafroth, U.S.N.
BatDiv EIGHT less ALABAMA
MASSACHUSETTS (F), INDIANA

Battle Line Screen - Captain J. W. Ludewig, U.S.N.
DesDiv FORTY-NINE less LITTLE and HARRISON
JOHN RODGERS (SF), McKEE, MURRAY (FJ) 3DD

(b) 58.1.52 Light Forces Right - Rear Admiral F.E.W. Whiting, U.S.N.
Cruisers - Rear Admiral F.E.W. Whiting, U.S.N.
CrulDiv FOURTEEN less HOUSTON
VINCENTES (F), MAIJI, VICKSBURG 3CL

Light Forces Right Screen - Captain H.C. Parish, U.S.N.
DesDiv FIFTY plus HARRISON (Comdr, L.C. Winn)
SIGSEE (F), DASHIELL, SCHROEDER, HARRISON 4DD

(c) 58.1.53 Light Forces Left - Rear Admiral L. J. Waltse, U.S.N.
Cruisers - Rear Admiral L. J. Waltse, U.S.N.
CrulDiv TEN less BOSTON and CANBERRA
Baltimore (F), PITTSBURGH 2CA

Light Forces Left Screen - Comdr, J. H. Hogg, U.S.N.
DesDiv ONE HUNDRED SIX less YARRALL
WEEDERBURN (F), TWINING, STOCKHAM 3DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.

2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.

3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.

(x) (1) Engagements will be fought in accordance Battle Plan 113 USF10A unless otherwise directed.
(2) Contact and battle dispositions as signalled.

CTG 58.1
OpPlan 2-45

REVISION ONE

ENCLOSURE TIO TO ANNEX JIG - 1

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

PB-6-416-3
Serial 0002

TOP SECRET

APPENDIX I TO COMTETDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

5 RS

Battle Line 0000
Light Forces Right 8040
Light Forces Left 8320

5 SS

MASSACHUSETTS 3130
INDIANA 3100
PITTSBURGH 3230
BALTIMORE 3280
VINCENTS 3330
MIAMI 3030
VICKSBURG 3080
SCREEN Circle 6

5 VS

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

5 RS

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

Note 1: MASSACHUSETTS guide all dispositions.


CTG 58.1 OpPlan 2-45 REVISION ONE

APPENDIX I

ENCLOSURE TWO TO ANNEX JIG-3
COMTETDIV EIGHT OPERATION ORDER 2-45.
UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

SECRET

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

To: Distribution.

Subject: Enclosure EIGHTEEN to Annex EASY.

Enclosure: (A) Enclosure EIGHTEEN to Annex EASY.

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

H. S. ROSENEL, TT,
By direction.
**ENCLOSURE EIGHTEEN TO ANNEX EASY**

**COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE**

**OPERATION PLAN 2-45**

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

**Sunrise 0615**
**Sunset 1340**

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<th>NAME</th>
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**CTG 58.1**

**OpPlan 2-45**

**ENCLOSURE EIGTHEEN TO ANNEX EASY - 1**

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

ENCLOSURE EIGHTEEN TO ANNEX E.S.Y
COMMANDER TASK GROUP FIFTY-EIGHT POINT ONE, OPERATION PLAN 2-45.

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

<table>
<thead>
<tr>
<th>TIME:</th>
<th>NAME</th>
<th>STATION</th>
<th>LAUNCH</th>
<th>HORN:</th>
<th>BENNING:</th>
<th>S. H.O.</th>
<th>SAN JAC</th>
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<tr>
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<td></td>
<td></td>
<td>16:</td>
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</table>

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

Note 2. Condition 10 for 8 VF
- 0545 - 0745 S.H. JACINTO
- 0745 - 1145 HORN.
- 1145 - 1530 BENNING
- 1530 - 1730 BELLERO"

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

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

Note 5. Support groups ARE through GEORGE orbit Initial POINT XO and report to C.SCU, TF 55 - Base Call CRACKER. Arming Plan TAPE #2.

Note 6. Strike #1 and 2 at Initial POINT XAY at 0810 and 1540 respectively. 99 Douglas report to C.SCU, TF 55 - base call CRACKER. Arming plan TAPE #2.

Note 7. Radar Patrol Line Schedule.

<table>
<thead>
<tr>
<th>DAY</th>
<th>COMPOSITION</th>
<th>FDO CALL</th>
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<tbody>
<tr>
<td>2 &amp; 5 April</td>
<td>DesDivs 50 &amp; 105</td>
<td>PLUNGER BASE</td>
</tr>
<tr>
<td>3 &amp; 6 April</td>
<td>DesDivs 50 &amp; 96</td>
<td>SUREFIRE ZERO</td>
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<tr>
<td>4 April</td>
<td>DesDivs 96 &amp; 105</td>
<td>PLUNGER BASE</td>
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</tbody>
</table>

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

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

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

CTG 58.1
OpPlan 2-45.
UNITED STATES PACIFIC FLEET
AIR FORCE PACIFIC FLEET
COMMANDER CARRIER DIVISION FIVE

3 April 1945

SECRET

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Distribution List.

Subject: Supplementary Search Plans.

Enclosure: (A) Enclosure ONE (Revision ONE) to Annex ITEM CTG 58.1 OpPlan 2-45.

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

H. S. ROSENBLATT
By direction.
SO WES PAC SEARCHES

These searches are shown in accordance with Com So Wes Pac Search Plan Jig as modified in CTF 73 Despatch #2#114.

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

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

AT SEA
6 April 1945

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

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

OPERATION PLAN
Substitute new page 1 (REVISION T'O)

ANNEX ABLE
Delete BALTIMORE and PITTSBURGH where they appear.

2200 (f) Distress Frequency:
   VICKSBURG assume 500 Kcs. guard.

Substitute new Enclosure T'O to Annex ABLE (REVISION T'O).

ANNEX BAKER
Delete present pages 2, 3, 4, and 5 and substitute new pages marked "REVISION ONE".
Substitute new Enclosure ONE, T'O, and THREE to Annex BAKER marked "REVISION TWO".

ANNEX GEORGE
Part III Paragraph 2.
Delete BALTIMORE and PITTSBURGH where they appear.

Part XI, Part XII
Substitute SAN JACINTO for WASP wherever WASP appears.

ANNEX JIG
Substitute new Enclosure ONE marked "REVISION T'O".
Substitute new page 1 to Enclosure T'O and new Appendix I to Enclosure TWO marked "REVISION TWO".

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

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

CTG 58.1
OpPlan 2-45

Change FOUR
SECRET

OPERATION PLAN 2-45.

TASK ORGANIZATION

TASK GROUP 58.1 - FAST CARRIER GROUP ONE

(a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.

HORNET (FF)
BREMERTON (F)
BELLEAU WOOD
SAN JACINTO

(b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFTER, Jr.

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

Task Unit 58.1.22 - Cruisers - Rear Admiral F. H. WHITING
CruDiv 14 (less HOUSTON)
VINCENNES (F)
LA JOLI
VICKSBURG

SAN JUAN

(c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERHAN

DesRon 61
DesDiv 121
DEHAVEN (SF)
MANSFIELD
LYNN K. JENSEN
COLLETT
LADDUX

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

DesRon 25
DesDiv 49
JOHN RODGERS (SF)
HARRISON
MCKEE

DesDiv 50
SIGSBEE (F)
SCHROEDER
DASHIELL

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

AT SEA

6 April 1945
ENCLOSURE "TWO" TO ANNEX "ABLE"

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

VISUAL RESPONSIBILITY FOR CRUISING DISPOSITION 5 - R

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

ENCLOSURE: TWO
TO ANNEX ABLE
CTG 58.1
OP-PLAN 2-45
REVISION TWO
1. (b) (cont’d)

### BATTLESHIPS – CRUISERS

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<tr>
<th>Heavy Ship Station</th>
<th>Number of Heavy Ships</th>
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<tbody>
<tr>
<td>Number</td>
<td>Name of Ship</td>
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<tr>
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<td>VICKSBURG</td>
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<tr>
<td>2</td>
<td>MASSACHUSETTS</td>
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<tr>
<td>4</td>
<td>VINCENNES</td>
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<td>5</td>
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<tr>
<td>8</td>
<td>INDIANA</td>
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</table>

* DD’s may be substituted

### TANKERS (When Present)

| Number | 4 | 3 | 2 | 1 |
|--------|——|——|——|——|
| 1 | 4,5330 | 4,5330 | —— | —— |
| 2 | 4,350 | 4,350 | 4,350 | 4,350 |
| 3 | 4,010 | 4,010 | 4,010 | —— |
| 4 | 4,5230 | —— | —— | —— |

---

**INNER SCREEN**

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

### PICKETS (TASK GROUP OPERATING INDEPENDENTLY)

#### PICKETS AVAILABLE

| Task Group | Picket Number | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|------------|---------------|——|——|——|——|——|——|——|——|
| 1 | 26000 | 26000 | 26000 | 26000 | 26000 | 28030 | 26500 |
| 2 | 26045 | 26050 | 26060 | 26070 | 26090 | 26120 | 28330 |
| 3 | 26090 | 26130 | 26120 | 28145 | 28130 | 28240 |
| 4 | 26135 | 26150 | 26180 | 26215 | 26270 |
| 5 | 26180 | 26210 | 26240 | 26290 |
| 6 | 26225 | 26260 | 28300 |
| 7 | 26270 | 26310 |
| 8 | 26310 |

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

---

CTG 58.1
OpPlan 2-45

ANNEX BAKER - 2
CRUISING INSTRUCTIONS
(REVISION ONE)
ANNEX BAKER
CRUISING INSTRUCTIONS

CRUISING DISPOSITION

1. (c)

5 - VD
(DAY AIR DEFENSE)

CARRIERS
SALE AS FOR 5 - R

BATTLESHIPS AND CRUISERS
SALE AS FOR 5 - R

INNER SCREEN

(a) When six heavy ships present:
Twelve (12) destroyers stationed on straight lines
between the heavy ships of the screen. Two destroyers
between each heavy ship.

(b) When eight heavy ships present:
Ten (10) destroyers stationed on straight lines between
the heavy ships of the screen. Two destroyers assigned
stations 2,5125 and 2,5235.

PICKETS
SAME AS FOR 5 - R

1. (d)

CRUISING DISPOSITION

5 - VF
(NIGHT OR LOW VISIBILITY AIR DEFENSE)

CARRIERS
SAME AS FOR 5 - R

BATTLESHIPS AND CRUISERS

Heavy Ship:
Station:
Number : Name of Ship : Number of Heavy Ships Available

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

INNER SCREEN

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

PICKETS
SAME AS FOR 5 - R
ANNEX BAKER
CRUISING INSTRUCTIONS

1. (e)

SPECIAL DISPOSITION
5 - PD
(PRE-DAWN LAUNCH)

CARRIERS
Carrier: Name of Ship
Station Assignment:
Station:
Number:
1: HORNET: 0000
2: BENNINGTON: 3,5280
3: SAN JACINTO: 4080
4: RELLEAU WOOD: 4180

BATTLESHIPS AND CRUISERS
Same as for 5-R except BB in station 4,5060 shifts to station 4050
and CL(AA) in station 4,5180 moves out to station 5180.

INNER SCREEN
SAME AS FOR 5 - R

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

1. (f)

SPECIAL DISPOSITION
5 - NL
(NIGHT LANDING)

CARRIERS
SAME AS FOR 5 - PD

BATTLESHIPS AND CRUISERS
SAME AS FOR 5 - PD

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

FROM 
6120
6150
6210

TO 
4,5100
1,5150
3250

PIKETES
SAME AS FOR 5-PD

1. (g)

SPECIAL DISPOSITION
5 - F

All ships take stations as assigned by despatch.

UTG 58.1
OpPlan 2-45

ANNEX BAKER - 4
CRUISING INSTRUCTIONS
(REVISION ONE)
2. TACTICAL INSTRUCTIONS

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

(b) Rudder Angle:

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

(c) Acceleration Rate

1. NORMAL ACCELERATION

<table>
<thead>
<tr>
<th>Time</th>
<th>Knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>(min)</td>
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</tr>
<tr>
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2. DECLERATION

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<td>4.5</td>
<td>40</td>
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<tr>
<td>5</td>
<td>45</td>
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3. Emergency Acceleration is at the rate of one-half of the times shown for normal acceleration.

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

Hornet
Washington
Belleau Wood
San Jacinto

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

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

3. LAN OVERBOARD

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

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

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

TOP SECRET

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

AT SEA
6 April 1945

TASK ORGANIZATION

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

Task Unit 58.1.41 - Carriers
HORNET (FF)
BREMINGTON (F) - Rear Admiral T.L. SPRAGUE
BELLEAU WOOD
SAN JACINTO

2 CV

Task Unit 58.1.42 - Cruiser - Captain G. H. BAHM
SAN JUAN (F)

1 CL(AA)

Task Unit 58.1.43 - Carrier Screen - Captain T. H. HEDERMAN
DESRON 61
DESDIV 121
DEHAVEN (SF)
MANSFIELD
L. K. SWENSON
COLLETT
MADDOX

DESDIV 122
S. N. MOORE (F)
BLUE
BRUSH
TAUSSIG

9 DD

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

Task Unit 58.1.51 - Battle Line
BATTLE 8 (less ALABAMA)
MASSACHUSETTS (F)
INDIANA

2 BB

Task Unit 58.1.52 - Battle Line Screen - Captain J. W. LUDWIG
DESRON 25
DESDIV 49
JOHN RODGERS (SF)
MCKEE
HARRISON

3 DD

Task Unit 58.1.53 - Light Forces - Rear Admiral F. E. M. WHITING
CRUDELL 1L (less HOUSTON)
VINCENTT (F)
MIAMI
VICKSBURG

3 CL

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-1
MAJOR SURFACE ACTION PLAN 2-45
(REVISION TWO)
TOP SECRET ENCLOSED ONE TO ANNEX JIG

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

Task Unit 58.1.54 - Capt. H. O. PARISH (Cmdr. W. C. WITTM)
DESDIV 50
SIGSHEE (F)
SCHROEDER
DASHIELL

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

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

2. This force will destroy enemy surface units by gunfire, destroyer torpedo
   attacks and air attacks.

3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack
   enemy forces with bombs and torpedoes. Furnish fighter cover for engaged
   units.
   
   (b) Support Unit engage enemy and destroy with gunfire and torpedoes.

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

4. - - - - - - - - - - - - - - - - - - -

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

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

AUTHENTICATED:

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

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-2
MAJOR SURFACE ACTION PLAN 2-45
(REVISION TWO)
ENCLOSURE TWO TO ANNEX JIG
COMMANDER TA-K GROUP FIFTY-EIGHT POINT ONE, OPERATION PLAN 2-45

FBI-8/A16-3
Serial 0002

TOP SECRET

OPERATION ORDER
ComBatDiv 8 No. 2-45

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

AT SEA,
6 April 1945.

TASK ORGANIZATION

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

(a) 58.1.51 Battle Line - Rear Admiral J. F. SHAFFROTH, U.S.N.
BatDiv Eight less ALABAMA
MASSACHUSETTS (F), INDIANA
2BB

(b) 58.1.52 Battle Line Screen - Captain J. W. Ludewig, U.S.N.
DesDiv FORTY NINE
JOHN ROGERS (SF), McKee, HARRISON
3DD

58.1.54 Cruisers - Rear Admiral F. E. H. Whiting, U.S.N.
CruDiv FOURTEEN less HOUSTON
VINCENNES (F), LIAL, VICKSBURG
3CL

58.1.55 Light Forces Screen - Captain H. C. Farish, U.S.N.
DesDiv FIFTY
(Scholle (F), SCHRODER, DASHIELL
3DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No. 2-45 and current despatches.

2. This force will engage and destroy enemy surface units encountered by gunfire and torpedo attacks.

3. (a) Battle Line engage and destroy enemy by gunfire.
(b) Battle Line Screen screen Battle Line and join light forces when directed.
(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with battle plan. Protect Battle Line from attack by enemy light forces. Attack with torpedoes when ordered. Be prepared to illuminate with star shells during night engagement.

(x) (1) Engagements will be fought in accordance Battle Plan 113 USFL0A unless otherwise directed.
(2) Contact and battle dispositions as signalled.
SECRET

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

FBI-6-A/16-3
Serial 0002

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

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<td>Light Forces</td>
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<td>MIJII</td>
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<td>VICKSBURG</td>
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<tr>
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<td>Circle 6</td>
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<table>
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<td>except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.</td>
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<table>
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<td>2030</td>
<td></td>
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<tr>
<td>ADDITION.L CL</td>
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</tr>
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<td>SCREEN</td>
<td>Circle 6</td>
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<td>Same as</td>
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<tr>
<td></td>
<td>except Battleships and Cruisers on Circle 4 and Screen on Circle 4 between heavy ships.</td>
</tr>
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<tr>
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<td>1.5090</td>
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</tr>
<tr>
<td>Screen</td>
<td>Circle 6</td>
<td></td>
</tr>
</tbody>
</table>

Note 1. MASSACHUSETTS is Guide of all dispositions.

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

CCDS/44-3(1)
Serial CO41

SECRET

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Task Group FIFTY-EIGHT POINT ONE.

Subject: Supplementary Search Plans.

Enclosure: (A) Enclosure ONE to Annex ITEM: (Page ONE - Revision TWO)
CTG 58.1 OpPlan 2-45.

1. The enclosure is forwarded for substitution in place of Page
ONE - Revision ONE of Enclosure ONE to Annex ITEM in CTG 58.1 Operation
Plan 2-45.

H. S. ROSENBLATT,
By direction.
ENCLOSURE ONE TO ANNEX ITEM
COMMANDER TASK GROUP FIFTY EIGHT POINT ONE
OPERATION PLAN 2-45
PAGE ONE - REVISION TWO
(14 APRIL, 1945)

CURRENT SEARCH PLANS

Search planes of Fleet Air Wing ONE are now searching in accordance with this plan. Anti-Submarine Patrols not shown on this chart are being flown around OKINAWA using Victor 461 calls and cover the area within 60-75 miles of OKINAWA.

PB4Y's are used on the V232, V391 and V402 searches; PB4M's fly the V236, V386, V401 and V404 sectors and PV's cover the V405 area.

Relief or standby planes use the same call as the first plane but add 100 or 200. Thus two PB4Y's out of two covering sector 17 would use the calls 11V1391 and 11V1391, a third plane would be 21V1391.
CCD5/A4-3(1)
Serial 0042

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

AT SEA
17 April 1945

From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Holders of CTG 58.1 Operation Plan 2-45.

Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

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

OPERATION PLAN

Substitute new page 1 (Revision THREE).

ANNEX ABLE

Par. 2200 BALTIMORE listen on 2642 (currently CW) and intercept Oppelt POA circuit.
QUINCY take 500 kcs. guard vice WICKSBURG.
Par. 2217 Spotting frequencies as follows:

Baltimore  3695
Quincy  7605
Pittsburgh  6220

Insert new Enclosure TWO ABLE to Annex ABLE to be used when CruDiv TEN is present.

ANNEX BAKER

1(b) Page 2

Insert following new station assignments for Battleships-Cruisers (5-R).

CRUISING DISPOSITION
5 - R
(NORMAL CRUISING)

BATTLESHIPS - CRUISERS

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<td>MISS.CHUSSETTS</td>
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<td>6</td>
<td>QUINCY</td>
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<td>7</td>
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<tr>
<td>9</td>
<td>PITTSBURGH</td>
</tr>
</tbody>
</table>

* DD's may be substituted.

CTG 58.1
OpPlan 2-45

Change FIVE
SECRET

Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

ANNEX BAKER (cont’d)

1(c) Page 3
Add new note (c) under Inner Screen.
(c) When nine heavy ships present:
   As assigned by ComScreen. Note that stations 2,5120 and 2,5240
   are occupied by destroyers.

1(d) Page 3
Insert following new station assignments for Battleships-Cruisers (5-VN).

CRUISING DISPOSITION

5 - VN
(NIGHT OR LOW VISIBILITY AIR DEFENSE)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>No.</strong></td>
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<tr>
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<td>3</td>
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<td>7</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>9</td>
</tr>
</tbody>
</table>

Change Note 2 to read:
"Heavy ships take station on Circle 5 or Circle 6 as directed."

Insert new Enclosure ONE ABLE, TWO ABLE and THREE ABLE to Annex BAKER to be used when CruDiv TEN is present.

ANNEX GEORGE

Part III Paragraph 2 - Take the following additions:

AIR GUARDS

ABLE - Add BALTIMORE
BAKER - Add PITTSBURGH
FOX - Add PITTSBURGH

CTG 58.1 OpPlan 2-45 - 2 -

Change FIVE
SECRET

Subject: Change No. 5 to CTG 58.1 Operation Plan 2-45.

ANNEX GEORGE (cont'd)

Part III Paragraph 2 - Make the following additions: (cont'd)

SURFACE GUARDS

CHARLIE - Add BALTIMORE and QUINCY

SURFACE TRACKING GUARD

Add PITTSBURGH and QUINCY

ANNEX JIG

ENCLOSURE ONE

Delete pages 1 and 2(REVISION T'0) and substitute new pages 1 and 2(REVISION THREE)

ENCLOSURE TWO

Delete page 1 and Appendix I(REVISION T'0) and substitute new page 1 and Appendix I(REVISION THREE).

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

AUTHENTICATED:

H. S. ROSENBLATT
Lieutenant, USNR
Flag Secretary

CTG 58.1
OpPlan 2-45 - 3 - Change FIVE
DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

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

AT SEA
17 April 1945

OPERATION PLAN 2-45.

TASK GROUP 58.1 - FAST CARRIER GROUP ONE.

(a) Task Unit 58.1.1 - Carriers - Rear Admiral J. J. CLARK.
   HORNET (FF)
   BENNINGTON (F)
   DORADO (F)
   SAN JACINTO
   - Rear Admiral T. L. SPRAGUE
   - Rear Admiral T. L. SPRAGUE
   2 CV
   2 CVL

(b) Task Unit 58.1.2 - Support Unit - Rear Admiral J. F. SHAFFROTH, Jr.

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

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

   CruDiv 10 (less BOSTON, CANTERBURY) - Rear Admiral L. J. WILTSE
   BALTIMORE (F)
   PITTSBURGH
   QUINCY
   3 CA

   SAN JUAN
   1 CL(Aa)

(c) Task Unit 58.1.3 - Group Screen - Captain T. H. HEDERIAN
   DesRon 61
   DesDiv 121
   DE HAVEN (SF)
   MANSFIELD
   LYMAN K. SMITHSON
   COLLETT
   LADDUX
   DesDiv 122
   SAMUEL N. MOORE (F)
   BLUE
   BRUSH
   TAUSIG

   DesRon 25
   DesDiv 49
   JOHN RODGERS (SF)
   HARRISON
   HICKEE
   DesDiv 50
   DASHIELL (F)
   SCHROEDER

   DesDiv 106
   WEDDELBURN (F)
   TWAIN
   STOCKHOLM

CTG 58.1
TOC has visual responsibility for pickets and linking vessels.

CRUISING DISPOSITION 5 - R

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

ENCLOSURE TWO
ABLE to ANNEX
ABLE

CTG 58.1
OP-PLAN 2-45

17 APRIL, 1945
TOP SECRET

ENCLOSE ONE TO ANNEX JIG

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

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

TOP SECRET

MAJOR SURFACE ACTION PLAN 2-45.
(Task Group 58.1 only)
AT SEA
17 April 1945

TASK ORGANIZATION

(a) Task Unit 58.1.1 - Carrier Unit - Rear Admiral J. J. CLARK.

Task Unit 58.1.11 - Carriers

HORNET (FF) - Rear Admiral T.L. SPRAGUE 2 CV
BELLEAU WOOD
SAN JACINTO 2 CVL

Task Unit 58.1.12 - Cruiser - Captain C. H. BAHM
SAN JUAN (F) 1 CL(AA)

Task Unit 58.1.13 - Carrier Screen - Captain T. H. HEDERMAN

DESBON 61
DESDIV 121 (less MADDOX) DESDIV 122
DEHAVEN (SP) 3 DD
MANGFIELD BLUE
L. K. SMESON BRUSH
COLIETT TASUGIC

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

Task Unit 58.1.51 - Battle Line

DESDIV 3 (less ALABAMA) MASSACHUSETTS (F)
INDIANA 2 BB

Battle Line Screen - Captain H. O. PARISH (Condr. W. C. HODIN)
DESDIV 50 (less SIGSEES plus MADDOX)
DASHIELL (F)
SCHROEDER MADDOX 3 DD

Task Unit 58.1.52 - Light Forces Left - Rear Admiral F. E. H. WHITTING

CRUDIV 14 (less HOUSTON) VINCENTES (F)
HIAI 3 CL
VICKSBURG

Light Forces Left Screen - Condr. J. H. HOGG
DESDIV 106 (less YARMUL) JENNINGS (F)
TWINING
STOCKHAM 3 DD

CTG 58.1
OpPlan 2-45

REVISION THREE

MAJOR SURFACE ACTION PLAN 2-45
TOP SECRET

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

MAJOR SURFACE ACTION PLAN 2-45 (TG 58.1 ONLY)

---

Task Unit 58.1.53 - Light Forces Right - Rear Admiral L. J. MINTSE
CRUDELL 10 (less BOSTON and CANBERRA)
ELTIJGOF (F)
PITTSBURGH
QUINCY

Light Forces Right Screen - Captain J. H. LUDENIG
DESDIV 42
JOHN ROGERS (F)
HARRISON
LC KEE

---

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

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

2. This force will destroy enemy surface units by gunfire, destroyer torpedo attacks and air attacks.

3. (a) Carrier Unit take station on disengaged side of Support Unit. Attack enemy forces with bombs and torpedoes. Furnish fighter cover for engaged units.

(b) Support Unit engage enemy and destroy with gunfire and torpedoes.

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

4. ---------------------

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

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

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

CTG 58.1
OpPlan 2-45

ENCLOSURE ONE TO ANNEX JIG-2

REVISION THREE

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

FBL-8/A16-3
Serial 0002
T-O-P S-E-C-R-E-T

OPERATION ORDER
CombatDiv 8 No. 2-45

TASK ORGANIZATION

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

(a) 58.1.5.1 Battle Line - Rear Admiral J. F. SHAFROTH, U.S.N.
- BatDiv EIGHT less ALABAMA
  MASSACHUSETTS (F), INDIANA 2 BB
- Battle Line Screen - Captain H. G. PARISH, U.S.N.
  DesDiv FIFTY less SIGSABEE plus MADDIX (Comdr. W. C. WAIN)
  DASHIELL (F), SCHROEDER, MADDIX 3 DD

(b) 58.1.5.2 Light Forces Left - Rear Admiral F. E. W. WHITING, U.S.N.
- Cruisers
  CruDiv FOURTEEN less HOUSTON
  VINCENNES (F), MIAMI, VICKSBURG 3 CL
  Light Forces Left Screen - Comdr. J. H. HOGG, U.S.N.
  DesDiv ONE HUNDRED SIX less YARNALL
  WEDDINGTON (F), TUNING, STOCKHAM 3 DD

(c) 58.1.5.3 Light Forces Right - Rear Admiral L. J. WILTSE, U.S.N.
- Cruisers
  CruDiv TEN less BOSTON
  BALTIMORE (F), PITTSBURGH, QUINCY 3 CA
  Light Forces Right Screen - Captain J. W. LUDENIG, U.S.N.
  DesDiv FORTY-EIGHT
  JOHN RODGERS (SP), HARRISON, McKEE 3 DD

1. Information as contained in Commander Task Group 58.1 Operation Plan No.
   2-45 and current despatches.

2. This force will engage and destroy enemy surface units encountered by gunfire
   and torpedo attacks.

3. (a) Battle Line engage and destroy enemy by gunfire.

(b) Battle Line Screen screen Battle Line and join light forces when directed.

(c) Light Forces destroy enemy with gunfire and torpedoes in accordance with the
    battle plan. Protect Battle Line from attack by enemy light forces. Attack with
    torpedoes when ordered. Be prepared to illuminate with star shells during night
    engagement.

(x) (1) Engagements will be fought in accordance Battle Plan 1L3 USFLOA
     unless otherwise directed.

(2) Contact and battle dispositions as signalled.

CTG 58.1
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ENCLOSURE TWO TO ANNEX "JIG" - 1
REVISION THREE
COMBATDIV EIGHT OPERATION ORDER 2-45.
ENCLOSURE TWO TO ANNEX "JIC" TO
COMMANDER TASK GROUP FIFTY-EIGHT OPERATION PLAN 2-45

FBI-8/416-3
Serial 0002

TOP SECRET

APPENDIX I TO COMBATDIV EIGHT OPERATION ORDER 2-45

CRUISING DISPOSITIONS

4 RS
Battle Line 0000
CruDiv TEN 6010
CruDiv FOURTEEN 6320
Screen As directed

4 V9S

Baltimore 4020
Pittsburgh 4065
Quincy 4110
Massachusetts 4155
Indiana 4200
Vicksburg 4245
Miamii 4290
Vincennes 4335
Screen On course between heavies

4 S9S

Position as for 4 V9S except heavies on Circle 2-5, Screen on Circle 6.

4 NS
Battle Line 0000
CruDiv TEN 4050
CruDiv FOURTEEN 4310
Screen Circle 7

Note 1: MASSACHUSETTS guide all dispositions.


CTG 50.1
OpPlan 2-45

REVISION THREE

APPENDIX I
ENCLOSURE TWO TO ANNEX JIC-3
COMBATDIV EIGHT OPERATION ORDER 2-45
From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Holders of CTG 58.1 Operation Plan 2 - 45.
Subject: Change No. 6 to CTG 58.1 Operation Plan 2 - 45.

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

ANNEX BAKER

1 (b), Page 2
Battleships - Cruisers (5-R)
VICKSBURG and VINCENNES exchange stations.

1 (d), Page 3
Battleships - Cruisers (5-VN)
VICKSBURG and VINCENNES exchange stations.

ANNEX CHARLIE

Part I - Delete paragraphs 14, 15 and 16.
Insert new pages 4 and 5 to Annex CHARLIE.

ANNEX JIG

ENCLOSURE THREE TO ANNEX JIG - 1. "HEAVY AA DOCTRINE"

Add to I. (a) (1) the following:

"," unless the plane is in level flight and directly over the formation
at an altitude of 20,000 feet or more in which case the Task Group
Commander will give the order to open fire."

Add sub-paragraph I. (a) (5):

(5)"When enemy planes approach the formation from outside the disposition
normally only those ships on approximate semi-circle and which have a
clear bearing shall open fire."

Under "CAUTIONS" add sub-paragraph (3):

(3)"When enemy planes dive on the formation they should be brought under
fire at earliest possible moment by all possible ships but 5 inch guns
should not be fired at a position angle that will permit the trajectory
to pass less than 750 feet above ships of the formation. Roughly this
will vary from 10 degrees for planes in a shallow dive on a more distant
ship, up to a proximately 25 degrees for a target making a steep dive
on an adjacent ship. Our gun crews and control personnel have experienced
Subject: Change No. 6 to CTG 58.1 Operation Plan 2-45.

Under "CAUTIONS" add sub-paragraph (3): (Cont'd)

sufficient action against the enemy to make firing into our own ships not so much a matter of lack of control but rather lack of knowledge as to the tremendous lead angles involved when firing at high speed targets. With the advent of the jet propelled plane and buzz bomb with target speeds up to 600 knots this factor of lead angle becomes increasingly important. Both to insure that our ships are not hit by our own gun fire and to obtain early hits on enemy planes, Commanding Officers must take positive steps to indoctrinate their gunnery personnel to understand that guns are not necessarily trained in a safe direction even though the sights may be so trained. Indoctrination can best be accomplished by working out actual problems involving the extreme dive and deflection shots likely to be encountered in the station occupied."

ENCLOSURE THREE TO ANNEX JIG - 2.

Add to Paragraph IV.

"except do not open fire on planes which are outside 10,000 yards unless a good solution has been obtained. Use only flashless powder unless planes are attacking the formation. Ships without 1X 22 radar should be stationed between ships with this equipment and should not open fire with full radar control until they have a good solution. It is necessary to take enemy planes under fire in time to prevent our ships from being torpedoed, but it must also be remembered that random shooting is more inaccurate. In order to shoot down the enemy plane the solution must be good and the plane must also be within effective gun range."

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

AUTHENTICATED:

[Signature]

H. S. ROSENBLATT,
Lieut. USNR,
Flag Secretary.
PART III
MAIL

1. Mail deliveries will be handled as directed by the T.G.C. Normally U.S. mail will be in the Tanker in station #1 and the Flagship will fuel from that Tanker. Any O.M. mail on the Flagship will be passed to the Tanker and will in turn be distributed by the Tanker to destroyers alongside commencing with the Second Destroyer as follows:

Second Destroyer - U.S. and O.M. Mail for all BP's and carriers less the Flagship.

Third Destroyer - U.S. and O.M. Mail for all CA's and CL's.

Fourth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron.

Fifth Destroyer - U.S. and O.M. Mail for all DD's of its Squadron plus all remaining destroyers.

2. The first destroyer alongside the tanker in Station #1 will not accept any mail from the tanker but will receive its mail from the destroyer delivering to ships of its squadron.

3. Where mail is on another tanker in addition to the tanker in Station #1 mail delivery destroyers will proceed to that tanker and pick up mail as in paragraph 1 before making deliveries.

4. Ships receiving mail, freight or passengers from destroyers should not give other mail to destroyers alongside without first notifying and receiving orders from the Screen Commander or the T.G.C.

5. Guard mail from and to ships of the T.G. will be handled as follows. On fueling days mail delivery destroyers will pick up guard mail for units of this group and other units of Task Force 58 and will deliver to Flagship for consolidation and further delivery to addressees as directed by the Task Group Commander. Mail for other units of Task Force 58 will be sent by Flagship at first opportunity to C.T.F. 58 for further delivery following practice now standard in this force. Any mail received marked "URGENT" on the envelope will be given special handling. Carriers are expected to use photographic pickup destroyers for mail to Flagship. Ships having "URGENT" mail on non-fueling days will advise the Task Group Commander, information Control, stating the urgency of the mail and the addressees. Careful use of the classification "URGENT" is requested in the interest of reducing destroyer trips and maintenance of a proper screen. When practicable mail delivery destroyers will make division Flagships before ships of that division unless informed by such flag officers that this sequence is not necessary.

6. In the interest of expediting mail deliveries following procedure concerning receipts will apply in this task group. Registered and officer messenger mail receipts are to be placed in regular guard mail for routine delivery. Visual receipts may be given if desired.

CTG 58.1
Oprlan 2-45
PART III MAIL (Cont'd)

7. All outgoing U.S. mail will be placed directly on tankers by each ship unless otherwise ordered. Press copy, unprocessed motion picture films for public relations purposes and other public relations material will be placed directly on tankers.

PART IV

PERSONNEL

1. Replacement personnel where available at sea will be allocated by the Task Group Commander in accordance with proportionate need. Each ship and command in the Task Group will submit a copy of BuPers form 625 to the Task Group Commander on the first day of each month. Red ink will be used to indicate on that form alongside each rate personnel required to fill vacancies.

2. Where additional vacancies occur by reason of transfers or other cause during the month ships desiring additional personnel not requested in BuPers form 625 will advise the Task Group Commander.

3. Outgoing passengers and personnel for rear areas and the United States will be placed on tankers directly by each ship while fueling. Ships transferring such personnel will send a despatch to the Commander of the Logistic Support Group, information to the Task Group Commander, advising him that personnel have been transferred.

4. All ships will submit a copy of Roster of Officers to the Task Group Commander each month.

AUTHENTICATED:

H. S. ROSENBLATT,
Lieut., USNR,
Flag Secretary.
From: Commander Task Group FIFTY-EIGHT POINT ONE.
To: Task Group FIFTY-EIGHT POINT ONE.
Subject: Change No. 7 to CTG 58.1 Operation Plan 2-45.
Enclosure: (A) Enclosure TWENTY to CTG 58.1 Operation Plan 2-45.

1. Enclosure (A) is effective on receipt and should be included in CTG 58.1 Operation Plan 2-45.

2. In Annex JIG Enclosure 3 paragraph 1(a)(9) add the following at end of paragraph.

"on the nearest plane."

Copy to:
CTF 58.
**SECRETED**

ENCLOSURE TWENTY TO ANNEX EASY
COMBAT TASK GROUP FIFTY-EIGHT POINT ONE OPERATIONAL PLAN 2-45.

**TIME SCHEDULE FOR SEVEN TARGET COMBAT AIR PATROLS.**

Sunrise 0550
Sunset 1830

|-------|-------|----------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

**NOTE 1.** When RAPCAPS are flown they will be launched and landed with DCAPs.

**NOTE 2.** When ICAPs are flown they will be launched and landed with TCAPs.

CTG 58-1
OpPlan 2-45

ENCLOSURE TWENTY TO ANNEX EASY
TIME SCHEDULE FOR SEVEN TARGET COMBAT AIR PATROLS.