CTF 472 (FOCAF)

OPORD 1/69

EXERCISE

SEA SPIRIT

TRANIT PHASE 30 MAY - 6 JUNE 1969

SEATO-CONFIDENTIAL

ENCLOSURE (1)
**DECLASSIFIED**

**SEATO CONFIDENTIAL**

Copy No. 1 of 180

OFFICE OF THE
FLAG OFFICER COMMANDING,
A.M. AUSTRALASIAN FLEET,

**CTT 472 (POCAP) OPERATION CRASH NO. 1/69**

Reference: SEPO PI-19 Operation Plan dated 14th March, 1969 (RTS)

Team zones used throughout the order ZULU (unless otherwise indicated)

**Task Organisation (effective 0000Z May, 1969 - 0100Z June, 1969)**

**Task Force 472 (CTT 472) - RAHM CHASS, RAF in HMS MELBOURNE**

| **Task Group 472.1 (CTC 472.1) - RAHM CHASS, RAF in HMS MELBOURNE** |
|-------------------------|-------------------|------------------|
| **ATF Group A**         | **USS MELBOURNE** | (CVS) (CAPT STEVENS, RAW) |
| **USS JAMES R. STEELE** | (DD) (COHE TALBOT, USN) |
| **AGNUS BLACKPOOL**    | (DE) (COHE ANDERT, RSN) |
| **USS CLOPAPATTA**     | (DE) (COHE STEWART, RSN) |
| **USS FRANK E. IVANS** | (DD) (COHE HOLLINGS, USN) |
| **USS EVERETT F. LARSON** | (DD) (COHE SILLING, USN) |

| **Task Group 472.2 (CTC 472.2) - RAHM KINS, Jr., USN in USS KANSAS** |
|-------------------------|-------------------|------------------|
| **ATF Group B**         | **USS KANSAS**    | (CVS) (CAPT FRANKHAM, USN) |
| **REX DANCE**           | 1 (DE) (CAPT GROCH, RSN) |
| **E Arkansas**          | 1 (DD) (CAPT 21) |
| **REX FARMAN**          | 1 (DE) (COHE REDY, RSN) |
| **REX WALLEY**          | 1 (DD) (COHE WATSON, USN) |
| **REX SCHOFIELD**       | (DD) (COHE CHAPMAN, USN) |
| **REX BROWNING**        | (DD) (LCH BROWNING Jr., USN) |

| **Task Group 472.3 (CTC 472.3) - CAPT SMITHE, RAW in HMAS SUPPLY** |
|-------------------------|-------------------|------------------|
| **Convoy Group**        | **HMAS SUPPLY**   | (AO) (CAPT SMITHE, RAW) |
| **RFA PETERSBURGH**     | (AOE) (CAPT MCCARTHY) |
| **USS MELBOURNE**       | (AOE) As assigned |
| **HMCS VANCOUVER**      | (DE) (CAPT OOD, RAW) |
| **HMCS STANLEY**        | (DE) (COHE JAKES, RAW) |
| **RFA RINELLO**         | (DE) (LCH RABON, RRT) |
| **RFA RICHELIEU**       | (PP) (LCH RABON, RRT) |
| **RFP DATU KALANTHAN**  | (OA) |
| **RFP QUEEN**           | (PP) |

Expanded Task Organisation is shown at Annex C.
1. Situation

a. Setting

(1) The maritime phases of Exercise RMA SPIRIT subject to this OVERLORD consist of an Opposed Sortie of Task Force 477 from MARES RA during 20th May, 1969 and an opposed transit of the Task Force to THAILAND via the SOUTH CHINA SEA completing at BATTAMBANG on the 6th June, 1969.

(2) Concurrently and conjointly with the maritime phases, a controlling Command Post Exercise (CPE) will be conducted to exercise the EASTERN and CENTRAL Region Naval component Commanders (SHRC and CHROC) and Naval Control of shipping (NCS) authorities in the handling and control of convoy operations, which are supporting RMAO deployments, and to assess the impact of such deployments on the Base Area Command (BAC).

(3) The six phases of the Exercise are outlined below.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Details</th>
<th>Date</th>
<th>OPERATING COMMISSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Assembly of maritime forces, Opening Ceremony, In Port</td>
<td>22-26 May</td>
<td>Exercise Director</td>
</tr>
<tr>
<td>1b</td>
<td>Maritime evolutions (including in-harbour communications)</td>
<td>22-29 May</td>
<td>COMASCOMCRO</td>
</tr>
<tr>
<td>2</td>
<td>MCH for departure of the convoy</td>
<td>29-31 May</td>
<td>Commander Naval Operating Forces (CHRO), PN</td>
</tr>
<tr>
<td>3a</td>
<td>Forming up and departure of the convoy</td>
<td>30 May</td>
<td>CHRO</td>
</tr>
<tr>
<td>3b</td>
<td>Opposed transit by convoy</td>
<td>30 May - 6 June</td>
<td>POCAP/COMATPHEIL (OCA)</td>
</tr>
<tr>
<td>4</td>
<td>CPE MCH paper exercise, convoy arrival</td>
<td>31 May - 6 June</td>
<td>OCA/CRAC</td>
</tr>
<tr>
<td>4a</td>
<td>MCH Play period One</td>
<td>31 May - 2 June</td>
<td>OCA/CRAC</td>
</tr>
<tr>
<td>4b</td>
<td>MCH Play period Two/Arrival</td>
<td>4 - 6 June</td>
<td>OCA/CRAC/CHRO Sub-area</td>
</tr>
<tr>
<td>5</td>
<td>MCH in preparation for convoy arrival</td>
<td>6 June</td>
<td>CHRO</td>
</tr>
<tr>
<td>6</td>
<td>Closing ceremony</td>
<td>6 June</td>
<td>Exercise Director</td>
</tr>
</tbody>
</table>

b. Enemy Forces

(1) Conventional submarine threat represented by:-

- USS OHIACRAFT (60)
- USS NOALA (60)
- USS ONIZUKA (AGOS)
(2) Surface action groups as assigned by OPF 472 during the following periods:
0000 - 0200 and 0400 - 0600 June, 1969.

(3) Shore based air units represented by the following:
(a) RAF P.51 aircraft operating from the PHILIPPINES.
(b) RAP Dakotas (wiring) and Shackletons (reconnaissance and shadowing) based on KINAPAB.
(c) USN FJH aircraft acting in the ORANGE role as required by the Exercise Director.

a. Friendly Forces. As outlined in the Task Organisation and in addition, the following:

(1) Land based aircraft.
(a) Four RAP P.51.
(b) Three RAP FJH.
(c) Three RAP SEP.
(d) Five USN P.51/24 LEAP aircraft (shooting to ORANGE as required by Exercise Director).
(e) Two RAP Shackleton aircraft (often not operating in ORANGE role).

(2) Carrier based aircraft.
(a) USS EMBARCADERO DD 828
   16 SNO - 4 RVN

(b) USS MELBOURNE CAG 460
   6 SNO - 3 SBS
   5 SBS - 318

(1) NEM Forces. NEM Forces under the operational control of OPF 472 and OPF 474 will carry out NEM operations in MANILA BAY and the GULF OF THAILAND in order to safeguard TF 472 during the sortie from MANILA BAY and the approach to BATOKEP.

2. Mission. The safe and timely arrival of TG 472.1 at BATOKEP.

3. Reception

a. Outline Plan

(1) On completion of the combat phase (to be scheduled by CNO 472.2) of Exercise ESKYX, TF 472 will deploy as follows:
(a) TG 472.1 and TG 472.2 will enter MANILA BAY and anchor as directed by OPF 472s (See Annex B).
(b) TG 472.2 will deploy to support MANILA BAY to carry out offensive operations against ORANGE submarines, which are expected to attempt to gain attacking positions against TG 472.3 as it emerges from the vicinity of MANILA BAY.
(2) Departure Screen operations will be carried out by

TO 471.1 and screening units of TO 471.3 to ensure

the safe exit of convoy units and heavy ships from

MARSHA BAY.

(3) On completion of these operations TO 472 will deploy

as ordered by CTF 472. TO 472.1 is considered to be assumed

by TO 472.2 and will be maintained on offensive operations ahead of the remainder of the force until

approximately 2200 on 23rd April, or as ordered by

CTF 472.1 and TO 472.2 will exchange stations.

b. Coordinating Instructions

(1) Entry Formations. On clearing Point E-NAV, CTF

472.1 is to order the convoy formation to be assumed.

(2) Convoy Route. The intended convoy route has been

established to pass through the following reference

positions:

<table>
<thead>
<tr>
<th>POSITION</th>
<th>OCEAN NAME</th>
<th>TIME (BHUT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13°30'N 118°40'E</td>
<td>ASEAN</td>
<td>1600/30 May</td>
</tr>
<tr>
<td>16°30'N 117°10'E</td>
<td>TAIPEI</td>
<td>0700/13 May</td>
</tr>
<tr>
<td>12°20'N 117°25'E</td>
<td>KELLY</td>
<td>2200/13 May</td>
</tr>
<tr>
<td>18°30'N 116°35'E</td>
<td>OCHES</td>
<td>1600/1 June</td>
</tr>
<tr>
<td>06°30'N 107°22'E</td>
<td>PIPHAI</td>
<td>2135/13 June</td>
</tr>
<tr>
<td>06°30'N 104°E</td>
<td>CAPPPI</td>
<td>1330/4 June</td>
</tr>
<tr>
<td>06°20'N 102°E</td>
<td>BOA</td>
<td>0400/4 June</td>
</tr>
</tbody>
</table>

A speed of advance of 12 knots has been planned.

(3) States of Readiness. States of readiness will be

ordered by CTF's in OPERAL ALPS Signals (see CTF 472

Maritime Operating Procedures (M.O.P.) Annex 2).

(4) Aircraft Carrier Lighting. Lighting measure given

is in force unless otherwise directed by CTF's.

(5) Passing of Convoy. Ships to comply with ATP

14, Article 599.

(6) SAC Days. The CNO of each ASW group is to assign

a SAC ship within his group. SAC ships are to be

at a maximum of 30 minutes notice for full power.

a. Attachments and Enclavements. The following units will be

attached to TO 472.1 in the CTF role as TO 472.1. Instructions for the

SAC will be issued separately to SAC Commanders who are to

prepare and issue relevant OPERALS.

SAC One (000600 - 02200) - DAMAR (SAC Commander)

PAMIRAIKA, MILIK

SAC Two (040000 - 06200) - BLACKPOLE (SAC Commander)

NOBREGA, LAGOS
d. Collection of Intelligence
   (1) Guidance on the Intelligence Mission, Essential Elements of Information, Collection Plan and
       Command and Communications where appropriate, has been extracted from the reference and is attached
       at Annex I.
   (2) It can be assumed that Sino-Soviet electronic surveillance will be conducted during H.M. SITREP. Such
       activity may include active jamming as well. Jamming reports are to be made to CPO 472.

e. General Safety - See H.O.P.S. Annex B.
f. Submarine and AEW - See H.O.P.S. Annex B. CAGE
   Signals for FS 39 is at Annex B to this CPO 472.

g. Unidentified Underwater Contacts - See H.O.P.S.
   Annex C.

h. Contact with Thai Market, Merchant Ships, Fishing Vessels
   of Attack - See H.O.P.S. Annex G.

i. Operation of Surface Units - See H.O.P.S. Annex A.
j. Reporting for Duty - See H.O.P.S. Annex A.

4. Administration and Logistics

   a. Mail Distribution
      (1) Naval Forces will retain responsibility for mail
          diversions to MANILA and SATUNAT as necessary.
      (2) Details of a Forward Fleet Mail Office (FFO) to be
          set up in MANILA will be promulgated later. This
          facility will handle all incoming and outgoing
          Commonwealth mail routed through FFO SATUNAT.
      (3) C.O.D. flights between the Force and shore will be
          made daily from USS EMERALD.
      (4) Daily inter-Group transfers (to include mail and
          press material) are to be scheduled and controlled by
          CPO 472.2.
      (5) The inter-Group and shore C.O.D. schedules are to be
          promulgated to all concerned, including the C.I.B.
          and sub-C.I.B.'s by CPO 472.2 prior to 25th May,
          1969.

b. Replenishment at Sea (R.S.A.S.) - See H.O.P.S. Annex I.

   (1) In addition to day-to-day replenishment arranged by
       CPO's, there will be a major R.S.A.S. of FP 472 during
       daylight hours of the 25th June, 1969.
(2) CPO 472 is to designate a duty tanker throughout the transit phase. Every 24-hour operation of dual
commanders throughout the period covered in this
OFFICER by signal to CPO 472 by 5 June, 1969.

(3) Units designated as CHERRY 466 are to be replenished
immediately prior to being detached.

b. Reports and Records

(1) Relevant instructions reproduced from the Exercise
Reports section of the reference are attached at
Annex B. Units of TP 472 are to forward brief
Post Exercise Reports for the period covered in this
OFFICER by signal to CPO 472 by 5 June, 1969.

(2) Attendances at the FFD on 6 June, 1969 will be limited
to Flag Officers and their principal staff officers
and Commanding Officers of ships in TP 472.

5. Command and Signal

a. Command Authority. Units of TP 472 will be released from
exercise control upon completion of the closing ceremony on
7 June, 1969 without further signal.

b. Exercise Termination

(1) Should any contingency require termination of the
exercise the Exercise Director (CPO 471) will signal:
"SEA SPIRIT STOP" properly authenticated, by the
quickest means to all participants and national
operating authorities.

(2) Upon receipt of the message, task group or unit
commanders are to stop participating forces to
national operational control. Units will not be
ordered by the senior national officer present.

(3) This message may be applied to any unit or national
group by defining that group as a suffix to the
codes, e.g., SEA SPIRIT (VF, or nationality).

(4) The original message will be followed immediately by
an amplifying message.

c. Exercise Suspension

(1) If exercise play must be suspended as a result of an
emergency or other contingency, the OPC of Exercise
Director will signal "RANKART TUNE" properly autho-
ritized, by the quickest means to all participants
and national operating authorities.

(2) On receipt of the message all units will remain under
exercise control and await further amplifying instruc-
tions.

(3) Depending upon the reason for suspension, the Exercise
Director may direct submarines to surface and aircraft
to return to base.
(4) In order to resume operations, the Exercise Director will signal:
"TAINT SHIP" properly authenticated, to all addresses of the signal at (1) above.

5. Security - Personnel. The responsibility for authorizing access to SEATO TOP SECRET, SECRET and CONTINENTAL matter, and for briefing and debriefing of personnel on SEATO and SEATO Exercise security procedures rests with unit Commanders who are to be guided by National policy concerning SEATO security procedures. Additional guidance concerning Exercise Seafarer is at Annex J.

6. Acknowledgement Instructions. Addresses indicated in Annex L are to acknowledge receipt of this Operation Order by 271400Z April by signal to POCAP quoting 'CFP 412 (POCAP) G093 1/69 ACKNOWLEDGED'.
INSTRUCTIONS FOR FORMING UP AND DEPARTURE OF TF 472

1. Departure Screen Report and Helicopter Instructions

a. The following positions have been established:
   
   (1) Point X-RAY - 14°17'1.2E 120°24'1.7E
   
   (2) Point BRAVO - 14°57'2.9E 120°30'0.0E
   
   (3) Point ALFA - 14°51'6.6W 120°49'1.4E

b. COMMISSION 23 in USA JAMES E. ETHEL is Departure Screen Commander.

c. Escorts of TO 472.1 and TO 472.3 (except VALIANT) are to sail as ordered by the Departure Screen Commander so that the first escort will pass through Point X-RAY at 0010L.

   The following patrol areas are designated:

<table>
<thead>
<tr>
<th>PATROL AREA NUMBER</th>
<th>LEFTS</th>
<th>SHIP/S OR FUEL ASSIGNED</th>
<th>BAY COURSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 000° - 240° Pt. X-RAY 0-4 miles</td>
<td>BLACKPOOL</td>
<td>U44F</td>
<td></td>
</tr>
<tr>
<td>2. 240° - 150° Pt. X-RAY 0-4 miles</td>
<td>JAMES E. ETHEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. 000° - 150° Pt. X-RAY 4-7 miles</td>
<td>FRANK E. EVANS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. 150° - 240° Pt. X-RAY 4-7 miles</td>
<td>CLEOPATRA, PUNA QAO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. 240° - 150° Pt. X-RAY 4-7 miles</td>
<td>EVELYN P. LARSON</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. 150° - 000° Pt. X-RAY 4-7 miles</td>
<td>QUEEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. 000° - 300° Pt. X-RAY 7-10 miles</td>
<td>VAMPIRE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. 300° - 240° Pt. X-RAY 7-10 miles</td>
<td>WESSEX JIB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. 240° - 240° Pt. X-RAY 7-10 miles</td>
<td>WESSEX JIB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. 240° - 200° Pt. X-RAY 7-10 miles</td>
<td>STUART</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. 200° - 150° Pt. X-RAY 7-10 miles</td>
<td>DASU KALAMIAN</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

   d. On clearing Point X-RAY, escorts are to conduct some sweeps outwards to their assigned patrol areas.

   e. MELBOURNE is to provide 3 Wessex JIB in order to sweep ahead of the escorts along the NEL of the convoy route to a depth of 14 miles from Point X-RAY before taking up their assigned areas. In the event that 3 Wessex cannot be maintained on task, Wessex Patrol area priorities are in the order 9 followed by 8 then 11.

   f. If a helicopter gains a submarine contact before escorts reach their allocated patrol sectors the ship assigned to the patrol sector on which the detection is made is to proceed direct to the contact area to assist, unless otherwise directed by the Screen Commander.
2. Helicopters Sub Control ships are as follows:-

<table>
<thead>
<tr>
<th>FLEO</th>
<th>Patrol Area</th>
<th>EDC's</th>
<th>Side/Row No.</th>
<th>Circuit</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>CLEOPATRA</td>
<td>F28</td>
<td></td>
<td>U72</td>
</tr>
<tr>
<td>9</td>
<td>EVERET P. LARSON</td>
<td>830</td>
<td></td>
<td>U72</td>
</tr>
</tbody>
</table>

Helicopters are to establish contact with the EDC's completion of their initial sweep to seaward of Point X-RAY.

2. Carrier Borne Fixed Wing Aircraft Operations

a. KEEBAK is to provide sufficient S2E's to effectively search the areas to the seaward of 120°00'08" to a limit of 75 miles from Point X-RAY until SUPPLY has passed through Point X-RAY when disposition PORTER will be ordered.

b. MELBOURNE is to provide One S2E from 100/100 until completion of departure screen operations, to carry out random radar and visual searches in the areas to the seaward of Point X-RAY to longitude 120°00'08" and between Latitudes 14°10' and 14°20'.

3. Major Units Sorties

a. There is no Point OSCAR, therefore screening ships are to form up as in the following sub-paragraphs as quickly as possible after screened units clear point X-RAY. CTU 472.1.2 and CTV 472.1.2 are to ensure that escorts maintain an optimum sonar front while taking up station.

b. TU 472.1.1 and TACKLE will sail as ordered by CTG 472.3 to pass Point X-RAY in the sequence:

TACKLE
SUPPLY
THUNDER
USNS AOR (If assigned)

At five minute intervals commencing 200600. On completion of the sortie, convoy units are to take up cruising formation as previously ordered by CTG 472.3. COT USON (Log/Convoy primary) is to be used for manoeuvring the convoy.

c. As SUPPLY passes through Point X-RAY CTV 472.1.2 (VANGUARD) is to assume duties of Convoy Screen Commander and form a cruising screen with TU 472.1.1 along the NLA of the convoy route ordered using UH-1 (TAC PES) for the initial command and control of his screen and USON (Log/Primary) for communications with CTG 472.3.

d. MELBOURNE is to sail as ordered by CTG 472.1 to conduct flying operations in MELBOURNE BAY and to pass through Point X-RAY 10 minutes after the last ship of TU 472.1.1 and clear to the south west or as the tactical situation
A3

ANNEX A

CTY 471 (FOCAP) OPORD 1/69

a. Disposition FVER (see Appendix I to Annex II) will be executed when SUPPLY passes through Point X-RAY.

b. Any ASW unit gaining a detection on a contact classified possible submarine or higher is to report to the Departure Screen Commander on CI PKI (CIT HAM) (REP’s via ABACS on ASAP PKI and NAM on HSSD PKI) who will dispatch other ships or halt as necessary to co-operate.

c. Daytime. Ships as fitted are to activate noise makers at random intervals as ordered by the Departure Screen Commander, in an attempt to force submarines to come to the surface to gather intelligence.

d. Buoys. Ships are to be ready to lay tactical smoke.

e. Variable DepthSonar. VDS is not to be streamed during departure screen operations.
ANNEX B
CTF 472 (POCAF) OPORD 1/69

INSTRUCTIONS FOR OPPOSED TRANSIT BY TF 472

1. Conduct of Operations

a. TF 472.1 and TF 472.2 will provide support for TF 472.1. The overall formation of TF 472 will be in accordance with disposition PNRs, unless otherwise ordered. (Appendix I to this Annex). Changes in disposition may be ordered at any time by CTF 472.

b. TF 472.1 will carry out offensive AEW operations ahead of the convoy until approximately 0000 and as ordered when it will exchange tasks with TF 472.2.

c. TF 472.1 will operate in support of the convoy in Situation ALPHA or SEAVO until approximately 0800 when it will be ordered to exchange stations with TF 472.2.

d. BAO One and BAO Two will be detached in accordance with paragraph 3 a.(1) of this Operation Order.

2. Carrier Based Fixed Wing Aircraft Operations. OTO's are responsible for ordering appropriate Fixed Wing AEW aircraft in their areas. Aircraft may be crews operated as agreed between OTO's. Aircraft for Anti-Air Warfare (A.A.W.) are to be provided as directed by the A.A.W. Commander.

3. AEW Helicopter Operations. HELICORN and EXHAUST are to provide helicopters as required for AEW operations.
APPENDIX I
ANNEX II to
CTF 472 (FOCAP) OPORD 1/69

DISPOSITION PETER

L/RAP aircraft will operate outside 75 miles from the Disposition Centre, which will normally be QQ.

NOTES:

1. Portions Shaded - Carrier Operating Areas.

2. Ships may possess Buffer Zones as required to prevent contact; aircraft in accordance with Annex D paragraph 7.
MARITIME PHASE - EXERCISE SEA SPIRIT
TASK ORGANIZATION

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ANNEX C
CTF 473 (FOC) OPORD

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ANNEX D to
CTF 472 (FOCAF) OPORD 1/89

A6f INSTRUCTIONS

1. See H.O.P.S. Annex D.

2. 

- **Case 4:** Heading from the Order Table in A6f 1 (A), Part II, Article 1810 for the Transit Phase are listed below.

<table>
<thead>
<tr>
<th>Alphabet</th>
<th>Heading</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHA</td>
<td>SEA SPIRIT</td>
</tr>
<tr>
<td>INDIA</td>
<td>SILE</td>
</tr>
<tr>
<td>LIMA ONE</td>
<td>RIGHT</td>
</tr>
<tr>
<td>LIMA TWO</td>
<td>RIGHT</td>
</tr>
<tr>
<td>LIMA THREE</td>
<td>1100E to 2230E</td>
</tr>
</tbody>
</table>

- **Quebec:** 1 (Except as herein stated) - 22 - 23 - 24 - 30 - 42 - 43 - 44 - 45 - 46 - 47 - 51 - 53(4).
- **Romeo:** East/West
- **Sierra:** All A/G actions are to be broken off after 2 hours prosecution unless the submarine presents a threat to any force within 10 miles. In this case the action may be continued until the threat ceases.
- **Uniform:** In accordance with A6f 1(A), Part II and Annex G.
- **Uniform 3:** Table C. Tactical Call signs.
- **Uniform 4:** Table D.
- **Uniform 5:** Table A.
- **Uniform 6:** Table B.
- **Uniform 8:** UPW.

- **Victor:** See H.O.P.S.

- **Whiskey:** In accordance with A6f 10(A).

**NOTE:** Signals from Table 8 will not be used throughout.

3. Submarines Indicator Duty Numbers. Indicator duty numbers to be used by all submarines are contained in Annex G.

4. 

- **JFWSJ Operations:**

  a. **Air** Planes 72 and 81. Air plan 72 or 71 may be ordered for JFWSJ aircraft on close support. These search plans are attached at Appendices 1 - 2 to this Annex. Units are to include reports on their effectiveness in Post Exercise Reports.

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5. **Sig-Eng Plans.** A selection of sig-eng plans for use during the period covered by this OPORD are attached to this Annex (Appendices 1-7).

6. **Reporting of AW Contacts.** CPG's are to report all contacts classified possible or higher to OMF 472.

7. **Aircraft Penetrating the Buffer Zone.** Any aircraft which requires to penetrate the buffer zone in order to prosecute a contact is to seek approval from his parent carrier who is to ensure the other carrier is aware of its aircrafts' movements.
1. Description. An airplan designed for use by one aircraft to provide surface surveillance using A-squared "beep" ahead of a small surface formation.

2. Procedure. The aircraft fly four beeps in an anti-clockwise direction. Buzz ALFA is placed 360° relative to the distance equal to four hours of formation movement. Beeps BRAVO CHARLIE and DELTA are placed, as shown in the diagram, to form two 30 mile equilateral triangles on baseline ALFA CHARLIE. The pattern is repeated at three hourly intervals. The aircraft carries radio the OIC every time buzz ALFA is laid in order that each pattern may be plotted on the aeronautical chart. Initial contacts may then be reported by buzz designation.

3. Order Plan 72. The following information is to be included in the order to the aircraft:
   - Airplane Designation
   - N.O. (not operational and speed)
   - Search Policy Surplus
   - R.P.O.

Examples of Order Plan 72

- BRAVO ALPHA TWO ZERO ZERO ONE FIVE
- BRAVO - SURPLUS
- CHARLIE - PLAN ALFA

Diagram: A-Kernel Air Plan 72
1. **Description.** Airplane T3 is in a **NIGHT** area search pattern using a specified number of beacons laid in two rows at 30 mile intervals and positioned to form a series of intersecting equilateral triangles as follows:

![Diagram of search pattern](image)

The only position stated in that of **Heap A1A**. The pattern axes are stated in degrees 'top' counting from **Heap A1A** position, and beacons are laid along the axis at 30 mile intervals of the given run. A second row is formed by laying beacons on a perpendicular track to the pattern axes, with the first bay of the second row being laid 30 miles from the last bay of the first row. If odd numbers of beacons are ordered, the first and last beacons are placed in the center bay of the second row.

2. **Description.** For aircrafts laying **Heap A1A** at the ordered position followed by **Heap B110**, **B311**, etc., at 30 mile intervals along the ordered pattern axes. In reaching the last bay on the pattern axes, the aircrafts turn to make good a track on or off **A1A** relative to the pattern axes and lay the next bay 30 miles from the bay track. To complete the pattern, the aircrafts turn and make good a new straight track to the pattern axes laying beacons at 30 mile intervals until the required number have been laid. Then odd numbers of beacons are ordered, the aircrafts relative to make good at least bay on pattern axes (5° or 135°).

3. **Ordering Airplanes T3.** The following information is to be included in orders to the aircrafts:

   a. Airplane designation.
   b. Number of beacons in pattern.
   c. Position of **Heap A1A**.
   d. Pattern axes (degree true).
   e. Climatic relative track to make good at least bay on pattern axes (5° or 135°)
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APPENDIX A
ANNEX D-10
CTF 471 (PICKAP) OPORD 1/69

Examples of Ordered Airline Flights

1. NOVEMBER 1968
   FIRST FLIGHT
   RED BLUE WHITE RED WHITE
   RED WHITE RED
   RED RED RED
   RED RED RED

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Diagram:

- Label A
- Label B
- Label C
- Label D
- Label E

120° clockwise

Pacson Axis

DECLASSIFIED
ANNEX E
CTF 472 (FOCAF) OPORD 1/69

T2 berth - 169 T1 0.5 mile - TIMBERAEC
T3 berth - 169 T1 1.0 mile - CAVESVILLE
T4 berth - 169 T1 1.5 mile - DATU KALANTIAN
T5 berth - 169 T1 1.9 mile - GREECE
T6 berth - 169 T1 2.3 miles - Spare

(2) Line V
U1 berth - 090 U1 0.55 mile - DAMAN
U2 berth - 169 U1 0.4 mile - PARRAMATTA
U3 berth - 169 U1 0.8 mile - WALK
U4 berth - 169 U1 1.2 miles - SCHOFIELD
U5 berth - 169 U1 1.6 miles - BRONNIFEN
U6 berth - 169 U1 2.0 miles - PYNKIAO
U7 berth - 169 U1 2.4 miles - TACHIN

(3) Line V
V1 berth - 090 V1 1.1 miles - JAMES R. EYES
V2 berth - 169 V1 0.6 miles - BLACKPOOL
V3 berth - 169 V1 0.8 mile - CLEOPATRA
V4 berth - 169 V1 1.2 miles - FRANK E. BRADY
V5 berth - 169 V1 1.6 miles - EYRENF P. LARSON
V6 berth - 169 V1 2.0 miles - VAMPIRE
V7 berth - 169 V1 2.4 miles - STUART

(4) Line 2
Z1 berth - 12°34'.56N - Spare
Z2 berth - 090 Z1 0.5 mile - KARRABAR
Z3 berth - 090 Z1 1.0 mile - FERTH

o. Berths for TF 474 are established as follows, and are to be allocated by CTF 474.

(1) Line W
W1 berth - 12°36'.00N
W2 berth - 090 W1 0.25 mile -
W3 berth - 090 W1 0.5 mile -
W4 berth - 090 W1 0.75 mile -