

INTRODUCTION TO THE LANDING PLAN

The criticality of the amphibious operation can be summed up in one short problem statement. Initial combat power ashore is ZERO. In order to be successful we must build our combat power from zero to that of a viable fighting force capable of accomplishing its final mission.

Planning for this ship-to-shore movement is given final form in the landing plan. This plan ensures the rapid and orderly buildup of troops, equipment, and supplies in the proper sequence and amounts to support the landing force concept of operations and scheme of maneuver ashore. It is a very detailed plan that is issued as an appendix to Annex R (Amphibious Operations) to the operation plan. It consists of a brief, basic plan with tabs and enclosures comprising the detailed plans, schedules, tables, and diagrams, collectively referred to as "landing documents."

Detailed planning for the ship-to-shore movement can begin only after the scheme of maneuver ashore has been determined. Ideally, the ship-to-shore movement planning is, in turn, substantially completed before embarkation planning begins. The plan for the ship-to-shore movement and the plan for supporting fires must be carefully integrated. The plan for the ship-to-shore movement also must provide for the requisite combat service support of all forces ashore. The importance of detailed, accurate planning for all aspects of the ship-to-shore movement cannot be overemphasized. This plan may well prove the difference between success and failure of the landing force.

CHAPTER 1

SHIP-TO-SHORE PLANNING CONSIDERATIONS

FRAME 1

Now let's discuss the principal considerations which influence planning for the ship-to-shore movement. While there are, of course, myriad factors, which could influence planning, the following nine considerations are the most significant and will act as a planning base:

1. The provision of support for the scheme of maneuver ashore. This includes the maintenance of tactical integrity of the landing force whenever possible. It also includes providing the required degree of concentration or dispersion of landing force units. Obviously this is the most dominant of all considerations.
2. The required degree of dispersion of assault ships. This includes the employment of the sea echelon concept when appropriate. (See IP 3-16, The Sea Echelon Concept.)
3. The availability of the means for landing.
4. The availability of suitable beaches and/or landing zones.
5. The protection available to the Amphibious Task Force (ATF).
6. The need to maintain sufficient flexibility.
7. The availability and planned utilization of supporting arms.
8. The availability and planned utilization of combat service support means.
9. The need for speed and positive control.

SELECT THE CORRECT ANSWER

Of the following ship-to-shore planning considerations, select the one, which exerts the most influence during the development of the landing plan.

- a. The availability of suitable beaches and/or landing zones.
- b. The need to maintain sufficient flexibility and control.
- c. The provision of support for the scheme of maneuver ashore.

ANSWERS

If you chose planning consideration "c", you apparently understand the necessity to provide maximum support for initial tactical operations ashore and the maintenance of tactical integrity of the landing force.

Okay, no further questions on this section, but let's outline it for review. The key words are:

Principal Planning Considerations

- a. Support scheme of maneuver ashore
- b. Dispersion of assault shipping
- c. Means for landing
- d. Beaches and/or landing zones
- e. Protection of ATF
- f. Flexibility
- g. Supporting arms
- h. Combat service support
- i. Speed and control

CHAPTER 2

UNLOADING PERIODS AND LANDING CATEGORIES

FRAME 2

In planning and executing amphibious operations, one of the most important fundamentals to be considered is the rapid build-up of combat power ashore. The timely arrival of everything as it is needed on the shore is essential. The ship-to-shore movement is composed of two periods: (1) the initial unloading period and (2) the general unloading period.

The initial unloading period is primarily tactical in character and must be immediately responsive to landing force requirements. The general unloading period is primarily administrative and quantitative in character and emphasizes speed and volume of unloading operations.

SELECT THE CORRECT ANSWER

The two unloading periods of the ship-to-shore movement are:

- a. combat unloading and non-combat unloading
- b. initial unloading and tactical unloading
- c. initial unloading and general unloading

ANSWER

If you chose c, initial and general unloading, you are off to a good start. There are only two periods in the ship-to-shore movement. Can you describe the characteristics of each?

Initial unloading is _____ in character.

General unloading is _____ in character.

FRAME 3

O.K.! Remember that initial unloading must be tactical and that general unloading is administrative and quantitative in nature.

An understanding of unloading periods will help you plan your wave assignments and boatloads--remember that your amphibious planning must support the scheme of maneuver and concept of operations.

FILL IN THE BLANKS

_____ Amphibious planning must support the _____ of
and _____ of _____.

ANSWER

Yes, amphibious planning must support the scheme of maneuver and concept of operations ashore.

FRAME 4

Now, let's discuss the five landing categories, which occur prior to general unloading. They are:

1. scheduled waves
2. on-call waves
3. nonscheduled units
4. prepositioned emergency supplies
5. remaining landing force supplies

Scheduled waves consist of the assault elements of the landing force, their equipment and their essential combat supplies for which the time, place and formation for landing have been predetermined and specified. Scheduled waves are the first use of landing craft and amphibious vehicles but will include initial and subsequent waves of helicopters.

SELECT THE CORRECT ANSWER

Scheduled waves are composed of:

- a. assault elements of the landing force, their equipment, and essential supplies.
- b. reserve elements of the landing force and essential supplies.
- c. fire support elements of the landing force and essential supplies.

ANSWER

a. assault elements of the landing force, their equipment and essential supplies. Good. Let's try another question.

FRAME 5

The waves in which assault elements are landed at a predetermined time, place and formation are:

- a. on-call waves
- b. assault waves
- c. scheduled waves
- d. initial waves

ANSWER

If you chose c, scheduled waves, continue with the second category; if you chose any other answer, review the definition of scheduled waves on page 7.

FRAME 6

On-call waves contain units of the landing force and their essential supplies for which an early need ashore is anticipated to assist the assaulting infantry units but whose time and place for landing cannot be predicted (not scheduled). They may be such elements as infantry reserve, direct support artillery, tanks, antimechanized units, and shore party teams, which are loaded in dedicated boats, amphibious vehicles, and helicopters.

SELECT THE CORRECT ANSWER

Which of the following is most likely to be in an on-call wave?

- a. bulk aviation fuel
- b. a direct support artillery battery
- c. division combat service support units

ANSWER

b. Direct support artillery battery is the correct choice. Any combat support element, which the landing force commander chooses to have on-call, should be ready for landing when called for. Remember, units of the landing force for which an early need ashore is anticipated but not scheduled are contained in ON-CALL WAVES. When planning on-call waves, keep the number down to the minimum consistent with accomplishment of the mission. Large numbers of on-call waves complicate the ship-to-shore movement, tie up landing craft and negate the priority of on-call status.

FRAME 7

Units of the landing force held in readiness for landing during the initial unloading period but NOT included in scheduled or on-call waves are called NONSCHEDULED UNITS. Nonscheduled units usually include certain combat support units, most of the combat service support units, and higher echelon reserve units of the landing force.

SELECT THE CORRECT ANSWER

1. Nonscheduled units normally include:
 - a. infantry assault elements
 - b. division reserves
 - c. units with first priority for landing
2. Fill in the correct landing category for the following:
 - a. Infantry assault elements:
 - b. Units for which an early need ashore is anticipated but not scheduled:

ANSWERS

1. b. Nonscheduled units normally include the division reserve.
2. a. Infantry assault elements: scheduled waves
b. Units for which an early need ashore is anticipated but not scheduled: on-call waves

If you chose any other answer, go back to page 7, 10 and 11 and review definitions.

FRAME 8

Prepositioned Emergency Supplies are selected supplies (normally, Classes I, III, V and VIII) that are positioned for immediate delivery to assault forces ashore. They are constituted to meet critical needs for supply replenishment shortly after the assault begins. Prepositioned Emergency Supplies are further identified by type of ship-to-shore movement. There are two categories: Floating Dumps and Prestaged Helicopter-Lifted Supplies.

a. Floating Dumps are supplies that are preloaded in amphibious vehicles, landing craft or landing ships and are available when requested by the appropriate troop commander. Floating dumps are employed primarily in support of surface assault elements.

b. Prestaged Helicopter-Lifted Supplies are supplies that are prepackaged, positioned and maintained aboard helicopter transports and other amphibious ships with helo decks and are on-call for delivery ashore. Prestaged helicopter-lifted supplies are employed in support of helicopterborne and surface assault units.

SELECT THE CORRECT ANSWERS

1. Floating dumps include:
 - a. boated reserve infantry units with supplies
 - b. boated emergency supplies
 - c. prescribed loads

2. Prestaged helicopter-lifted supplies are prepackaged and positioned aboard _____ and _____.

ANSWERS

1. Floating dumps include: b. boated emergency supplies.
2. Prestaged helicopter-lifted supplies are prepackaged and positioned aboard helicopter transports and other suitably configured ships.

FRAME 9

Remaining Supplies include replenishment supplies and equipment that have not been included in prescribed loads or prepositioned emergency supplies. Selective landing of these supplies is at the request of the landing force commander until prescribed dump levels are reached. However, the bulk of remaining supplies is landed during general unloading.

SELECT THE CORRECT ANSWERS

Remaining supplies include:

- a. reserve infantry units and their supplies
- b. initial combat supplies landed with the assault elements of the landing force
- c. supplies not included in prescribed loads or prepositioned emergency supplies

ANSWER

Right, the answer is c. Supplies not included in prescribed loads or prepositioned emergency supplies.

FRAME 10

Free Boat/Free Helicopter - Not a landing category but available to carry commanders, CP groups, or control elements (for example, FSCC) in to the beach. The free boats can be either amphibious vehicles or landing craft. Helicopters so employed must have adequate communications for control of ground forces and are referred to as command and control helicopters (C&C).

1. Free boat/helicopter requirements are established by the landing force in accordance with its requirements for command and control as expressed in the landing plan. Requirements are weighed against landing craft and amphibious vehicle availability, since craft committed to this purpose are not available for troop lift, except on a second trip basis.
2. When possible, both the helicopter and helicopterborne commanders are carried in the same helicopter. This facilitates command and control and permits joint consultation if changes in the landing plan are required by the situation.
3. It is at the discretion of the embarked CO's or staff as to when and where the Free Boat/Helicopter will land. Staffs are usually organized into Alpha and Bravo Command Groups. Each would require a Free Boat/Helicopter. This type of organization prevents the loss of an entire command element should one free boat/helicopter be lost.

SELECT THE CORRECT ANSWER

1. The Free Boat/Helicopter is primarily a craft used by the commander and his staff as transportation for the _____ and _____ of the landing force. However, the use of Free Boats/Helicopters must be weighed against the _____ of such landing means for other troop lift requirements.

2. The Free Boat/Helicopter must be assigned to one of the landing categories to ensure it lands as directed.

TRUE

FALSE

ANSWERS

1. Many answers are appropriate. In essence Free Boat/Helicopter requirements are established by the landing force in accordance with its requirement for command and control of the landing force. Requirements are weighed against the availability of landing means for troop lift requirements.

2. FALSE. The fact that the Free Boat/Helicopter is primarily used to facilitate command and control dictates that the movement must be at the discretion of the commander or his staff.

FRAME 11

Now, let's see if you can identify all you have covered thus far. Match the items in Column A with the description that best identifies each.

<u>Column A</u>	<u>Description</u>
a. on-call waves	___ 1. Assault elements of infantry units of the landing force.
b. prepositioned emergency supplies	___ 2. Reserve elements of an assault infantry unit of the landing force.
c. scheduled waves	___ 3. Non-critical units of the landing force.
d. remaining supplies	___ 4. Preboated emergency supplies of the landing force.
e. nonscheduled units	___ 5. Supplies not included in prescribed loads or prepositioned emergency supplies.
f. advance waves	___ 6. Tactical in character and immediately responsive to landing force requirements.
g. initial unloading period	___ 7. Primarily administrative and quantitative.
h. general unloading period	___ 8. May land with the assault elements but not a Landing Category.
i. floating dumps	
j. free boat/helicopter	

ANSWER

<u>Column A</u>	<u>Description</u>
a. on-call waves	<u>c</u> 1. Assault elements of infantry units of the landing force.
b. prepositioned emergency supplies	
c. scheduled waves	<u>a</u> 2. Reserve elements of an assault infantry unit of the landing force.
d. remaining supplies	<u>e</u> 3. Non-critical units of the landing force.
e. nonscheduled units	
f. advance waves	<u>i</u> 4. Preboated emergency supplies of the landing force.
g. initial unloading period	
h. general unloading period	<u>d</u> 5. Supplies not included in prescribed loads or prepositioned emergency supplies.
i. floating dumps	
j. free boat/helicopter	<u>g</u> 6. Tactical in character and immediately responsive to landing force requirements.
	<u>h</u> 7. Primarily administrative and quantitative.
	<u>j</u> 8. May land with the assault elements but not a Landing Category.

If you did not get all the answers correct go back and review the appropriate area.

FRAME 12

You have acquired a basic knowledge of the unloading periods and landing categories. Armed with this new arsenal of terms and knowledge, let's pursue the primary goal of this course--to apply this knowledge to landing force planning.

Marine Corps amphibious doctrine describes 29 different formal planning documents used in preparation for the ship-to-shore movement. The documents are listed below. Those listed in capital letters are the only documents with which we will concern ourselves.

Prepared by the Navy

Landing Craft Availability Table

Landing Craft Employment Plan

Debarkation Schedule (jointly prepared by CO of ships and CO of embarked troops)

*Approach Schedule

Assault Area Diagram

Sea Echelon Plan

Transport Area Diagram

Assault Wave Diagram

Beach Approach Diagram

Pontoon Causeway Plan

Casualty Evacuation Plan

*The approach schedule is prepared by the commanding officer of a naval transportation organization embarking an assault BLT, with the advice and assistance of the BLT commander. All schedules are submitted to higher headquarters to ensure control and coordination of the ship-to-shore movement.

Prepared by Landing Force

Landing Force Landing Plan

Amphibious Vehicle Availability Table

Amphibious Vehicle Employment Plan

Debarkation Schedule (jointly prepared by CO of ships and CO of embarked troops)

ASSAULT SCHEDULE

LANDING SEQUENCE TABLE

Landing Priority Table

SERIAL ASSIGNMENT TABLE

LANDING CRAFT AND AMPHIBIOUS VEHICLE ASSIGNMENT TABLE

LANDING DIAGRAM

HELICOPTER EMPLOYMENT AND ASSAULT LANDING TABLE

Helicopter Availability Table

HELITEAM WAVE AND SERIAL ASSIGNMENT TABLE

Helicopter Landing Diagram

Division Landing Plan

Regimental Landing Plan

Battalion Landing Plan

Aircraft Wing/Landing Force Aviation Landing Plan

Before continuing with the detailed discussion of specific documents, it is important that you understand the purpose of the Landing Plan itself. The Landing Force Landing Plan is the document, which is the "big picture" of the landing. The Landing Plan provides the overall coordination of landing force ship-to-shore planning. Many of the documents we will discuss are, in fact, tabs to this plan. Consequently, the following review of the contents of the Landing Plan is provided before we discuss the other documents.

SELECT THE CORRECT ANSWER

The document, which provides for overall coordination of the Landing Force ship-to-shore movement, is:

- a. Landing Sequence Table
- b. Approach Schedule
- c. Landing Plan

ANSWER

Right, c, the Landing Plan. Now, let's look at what it includes and provides for the Landing Force planners.

FRAME 13

The Landing Plan provides:

1. The landing priority of the various elements of the landing force.
2. Specified landing means for the various elements of the landing force based on the concept of operations and scheme of maneuver ashore and on the availability of landing means.
3. Lists the allocation of blocks of serial numbers to all elements of the landing force.
4. Sequence for landing all units landing prior to general unloading.
5. Coordination of the landing plans of assault units.

O.K., no question on this section, but let's outline it for review-- the key words are:

The Landing Plan PROVIDES:

1. landing priority
2. specific landing means

3. blocks of serial numbers
4. sequence for landing prior to general unloading
5. coordination of plans

If each of these "key words" do not register with you, back up and briefly review what the Landing Plan provides.

Now, let's see how these thoughts apply to the development of selected planning documents.

CHAPTER 3

SERIAL NUMBERS

FRAME 14

What is a serial number? A single serial number is assigned to each unit or grouping, including its equipment and initial combat supplies, which for either tactical or combat service support reasons:

1. is embarked entirely in one ship,
2. is to be landed as a unit on one beach or helicopter-landing zone,
3. is to be landed at approximately the same time.

A single serial may be a truck and trailer loaded on an LCM, a motor transport company embarked and landed in an LST, or a unit assigned to an entire wave of landing craft or helicopters as long as it meets the other criteria for a serial.

What, or which, units receive serial numbers? Serial numbers are assigned to all landing force units, including some naval components to be landed with the landing force, which are planned to be landed prior to the commencement of general unloading. Floating dumps may be serialized. For ease in handling and control, prestaged helicopter-lifted supplies sometimes are serialized. Remaining landing force supplies are not serialized.

SELECT THE CORRECT ANSWERS

1. A tactical or combat service support unit or grouping of personnel and equipment assigned an identification number for the ship-to-shore movement is called a _____ which is used to facilitate

.

2. A serial is embarked aboard how many ships?

3. One serial is landed at how many beaches or LZs?

4. During the planning of the ship-to-shore movement, you should place which of the following units in one serial?

a. an infantry battalion with companies aboard two transport ships and scheduled to land at H-Hour on BLUE BEACH.

b. an infantry company with attachments aboard one transport ship and scheduled to land at H+8 on RED BEACH.

c. an infantry company embarked on one transport ship scheduled to land a company (-) (Rein) on RED BEACH at H+12 and a reinforced platoon on RED BEACH at H+21.

ANSWERS

1. A tactical or combat service support unit or grouping of personnel and equipment assigned an identification number for the ship-to-shore movement is called a serial that is used to facilitate control.
2. A serial is embarked aboard how many ships? one
3. One serial is landed at how many beaches or LZ's? one
4. b. an infantry company with attachments aboard one transport ship and scheduled to land at H+8 (a single time) on RED BEACH (one single beach).

Serial Number Allocation

Early in the planning stage, the headquarters of the Landing Force Commander allocates consecutive blocks of serial numbers to each major subordinate command of the landing force based on its administrative organization. The subordinate units, such as battalions, receive allocated blocks of consecutive numbers and further assign these numbers to specific groupings of troops and equipment, including attached or assigned forces, based upon the organization for landing.

FRAME 16

Experience indicates that an infantry division or aircraft wing will use a block of approximately 1000 consecutive numbers for serialization of its organic, attached, and supporting units that are intended to land in the initial unloading period of the ship-to-shore movement. The size of the block of consecutive numbers allocated to a subordinate unit for serialization depends on its number of personnel, quantity of equipment, tactical grouping/organization for combat, embarkation and landing craft to be used. The assignment of individual serial numbers is based on the organization for landing. The operations officer of the infantry battalion assigns a block of serial numbers from the battalion block to the subordinate companies after the scheme of maneuver ashore and shipping have been determined, and the company commanders assign serial numbers to specific personnel and equipment within their respective company.

The criteria for a serial number is clear cut; however, in the actual assignment of serial numbers to units or parts of units, one must take care to ensure that a serial is not so large that it creates confusion during debarkation. Can you imagine three reinforced rifle companies all heading for the LHA flight deck at the same time. One answer, of course, is to assign each of the rifle companies a different serial number for control purposes, even though they meet all the other criteria for a single serial. The key is to assign the serial numbers so that they assist you during debarkation.

This rationale applies to any size unit. Remember serial numbers are merely numbers we use to control and coordinate a very difficult military operation.

SELECT THE CORRECT ANSWER

1. The size of a block of serial numbers allocated to a unit depends on:

_____ ' _____ ' _____
_____ and _____.

2. To determine the serial numbers assigned to a specific unit within a BLT, you would contact the _____.

3. While the allocation of blocks of serial numbers to units is based on the _____ organization, the actual assignment of individual serial numbers is based on the _____ for landing.

4. Personnel and equipment from a single unit or task organization, originating from one ship, to be landed on the same beach or landing zone at approximately the same time must be assigned the same serial number.

TRUE

FALSE

ANSWERS

1. Your answer should include, but need not be in precise words: number of personnel (or size of unit), amount of equipment carried, tactical grouping/organization for combat, type of shipping used and landing craft available. All of these things directly affect the number of troops you can put in one serial; but remember, a serial comprises one task organization or grouping: originates from one ship and goes to one beach or landing zone at one time.
2. The Operations Officer since his staff section allocates serials to the BLT.
3. Allocation of serial numbers is based on the administrative organization, but actual assignment of numbers is based on the organization for landing.
4. FALSE. If you answered true, reread Frame 16. Serial numbers are a convenient means for identifying elements of the landing force--care must be taken to break units down into serials small enough to permit expeditious loading.

We will discuss the actual composition of the Serial Assignment Table later. An understanding of other documents is first required.

CHAPTER 4

LANDING DIAGRAM (SURFACE)

FRAME 17

The Landing Diagram (Surface) is a graphic presentation of the plan for the ship-to-shore movement of the scheduled waves of a Battalion Landing Team. This document provides for the tactical deployment of units of the battalion for the beach assault.

FILL IN THE BLANKS

The graphic presentation of the plan for the waterborne ship-to-shore movement is called the _____ . It portrays the _____ deployment of the units of the battalion for the beach assault.

ANSWER

The graphic presentation of the plan for the waterborne ship-to-shore movement is called the Landing Diagram (Surface). It portrays the tactical deployment of the units of the battalion for the beach assault.

FRAME 18

The Landing Diagram is prepared by the assault BLT commander based upon recommendations of subordinate units and is forwarded to higher echelons for use in preparation of Assault Schedules. Doctrine requires only portrayal of formations for scheduled waves. To be most effective on-call waves, free boats and floating dumps should be included. It is prepared and promulgated at the same time as the Landing Craft and Amphibious Vehicle Assignment Table. On approval, it becomes a Tab to the BLT Landing Plan Appendix. One of the primary uses of the Landing Diagram is to assist in controlling the formation of the boat group during the ship-to-shore movement. Remember that the boat group is the basic organization of landing craft. One boat group is organized for each BLT (or equivalent) to be landed in the first trip of landing craft and assault vehicles.

FILL IN THE BLANKS

1. a. The Landing Diagram is prepared by the _____.
 - b. The Landing Diagram is used to assist in _____ of the _____ of the boat groups for the movement from ship-to-shore.
-
2. Floating Dumps and remaining landing force supplies are assault-landing categories; therefore, to determine the anticipated landing time, location and type of craft one could refer to the Landing Diagram.

TRUE

FALSE

ANSWERS

1. a. The Landing Diagram is prepared by the BLT Commander.
b. The Landing Diagram is used to assist in control of the formation of the boat groups for the movement from ship-to-shore.
2. FALSE. If you answered TRUE, reread Frame 8, 9 and 18 and refer to IP 3-10, para 4006.

FRAME 19

In a wave consisting of landing craft or landing ships, the craft are numbered from the center to the flanks, with the even numbers on the left and the odd numbers on the right. This facilitates deployment from column to wedge to line abreast formations. In a wave consisting of amphibious vehicles, the vehicles are numbered in sequence from left to right, thus facilitating deployment into a line formation.

An exception to this system is the numbering of free boats. They are numbered "00-1," "00-2," etc. The numerals "00" indicate that they are not part of any wave.

FILL IN THE BLANKS

1. In a wave consisting of amphibious vehicles, the boat teams would be numbered from _____ to _____.
2. In a wave consisting of navy landing craft, the landing craft would be numbered from the _____ to the _____ with _____ numbers on the _____ and _____ numbers on the _____.

ANSWERS

1. In a wave consisting of amphibious vehicles, the boat team would be numbered consecutively from LEFT to RIGHT.

2. In a wave consisting of navy landing craft, the landing craft would be numbered from the CENTER to the FLANKS with EVEN numbers on the LEFT and ODD numbers on the RIGHT.

FRAME 20

The next page has a sample Landing Diagram (Surface). Study the diagram for content and visualize the use of this document to plan the locations and formations desired for deployment ashore. Also, with a little imagination, you can see how this document is essential to the Navy Boat Group Commander as he forms his craft for debarkation of the landing force and places them in the formation we desire.

Lieutenant Colonel, U.S. Marine Corps
Commanding

Distribution: Annex Z (Distribution) to Operation Plan-

In addition, the Landing Diagram indicates H-Hour and beach, if known. The first column identifies the particular wave and the time at which it is deployed. The position of the craft in each wave is depicted in the horizontal rows of the diagram. Also, the units loaded within that specific wave are indicated. The actual placement of the craft within the waves is the same as the position of the symbols in the diagram.

The same number-pair as used in the Landing Craft and Amphibious Vehicle Assignment Table (see Chapter 5) identifies the craft. For example, the numbers are composed of "wave - craft number," i.e., first wave is "1-1, 1-2, 1-3, etc.," for amphibious vehicles. The numbers used in conjunction with a craft symbol are placed in the position representative of where they will be situated within the waves on crossing the line of departure (LOD). The symbols utilized may be chosen by the BLT commander and should be shown at the bottom of the diagram in a legend.

On the sample Landing Diagram (page 37), we included a column for writing in serial numbers. At this juncture, the BLT would not yet have serial numbers actually assigned to specific units or groupings; however, before completing the Landing Plan, serial numbers would be assigned, and adding serial numbers on the Landing Diagram would enhance the coordination efforts of the BLT and Boat Group commanders.

CHAPTER 5

LANDING CRAFT AND AMPHIBIOUS VEHICLE ASSIGNMENT TABLE

FRAME 21

Purpose and Use. The landing craft and amphibious vehicle assignment table (LCAVAT) portrays the organization of troop units as boat teams and the assignment of the boat teams to scheduled waves, on-call serials and nonscheduled serials. It also may show the assignment of floating dump supplies to landing craft or amphibious vehicles. This table, together with the debarkation schedule, furnishes the ship's commanding officer with the necessary information for debarkation of troops and floating dump supplies. It is distributed to all personnel responsible for boating troops and supplies. It is prepared by the BLT commander.

SELECT THE CORRECT ANSWER

1. Units in what categories are assigned spaces in the Landing Craft and Amphibious Vehicle Assignment Table?

- a. only nonscheduled
- b. scheduled, on-call and nonscheduled
- c. assault waves, floating dumps, remaining landing force supplies

2. You are the S-3; planning is completed and a newly assigned company commander requests to see just how his company will be moved ashore for the assault phase of an upcoming amphibious operation. What document would provide him with the most specific information?

- a. Landing Diagram
- b. Paragraph 3 of the Battalion's Operation Plan
- c. Landing Craft and Amphibious Vehicle Assignment Table

3. While preparing the Landing Craft and Amphibious Vehicle Assignment Table, the BLT staff also would be preparing the _____ for simultaneous distribution to appropriate landing force and navy organizations.

ANSWERS

1. b. Scheduled, on-call and nonscheduled

Answer a is too restrictive.

Answer c is misleading. Assault waves is an all-encompassing term and is not a category; floating dumps and remaining supplies are not serialized or assigned boat team numbers.

2. c. The LCAVAT. Obviously, the other two documents will provide the new CO important and necessary information, but the LCAVAT will provide him the exact position of each and every one of his unit's personnel and location of equipment--not to mention his own location in the landing craft or amphibious vehicle.

3. The Landing Diagram. If you answered any other document, refer to Frame 18 and FMFM 6-3, para 2907d.(1).

You can readily see the step by step planning that must go into planning of the amphibious assault--remember one of the principle planning considerations is to ensure tactical integrity of the fighting force.

The following pages are excerpts from a Landing Craft and Amphibious Vehicle Assignment Table. Study and relate the document to the Landing Diagram and the assignment of serial numbers.

BLT 1/9
 NAHA, OKINAWA
 301000I April 19

TAB B (Landing Craft and Amphibious Vehicle Assignment Table)
 to Appendix 3 (Landing Plan) to Annex R (Amphibious
 Operations) to Operation Plan 1-_____.

<u>CRAFT NO PERSONNEL AND MATERIAL</u>		<u>BOAT SPACES</u>	<u>FORMATION</u>
		<u>1st WAVE</u>	
			<u>COLUMN</u>
1-1 AAVP7	Plat Sgt, 1st Plat, Co C	1	X 1-1
	Msgr	1	
	1st Sqd	13	X 1-2
	Corpsman	1	
	1st MG Tm, 1st MG Sqd	3	X 1-3
	1st Asslt Tm, 1st Asslt Sqd	<u>2</u>	
		21	(X)*1-4
1-2 AAVP7	Plat Cdr, 1st Plat, Co C	1	X 1-5
	Msgr	1	
	2d Sqd	13	X 1-6
	Corpsman	1	
	Sqd Ldr, 1st Asslt Sqd	1	X 1-7
	2d Asslt Tm, 1st Asslt Sqd	<u>2</u>	
		19	X 1-8
1-3 AAVP7	3d Sqd, 1st Plat, Co C	13	
	Corpsman	1	
	Sqd Ldr, 1st MG Sqd	1	
	2d MG Tm, 1st MG Sqd	3	
	3d Asslt Tm, 1st Asslt Sqd	<u>2</u>	
		20	

<u>CRAFT NO</u>	<u>PERSONNEL AND MATERIAL</u>	<u>BOAT SPACES</u>	<u>FORMATION</u>
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3d WAVE

			<u>WEDGE</u>
3-1*	Sec Ldr, 1st Tk Sec	1	
LCM-8	Tank Crew, 1st Tk Sec	3	-0-
	1 TANK, M-1A1	<u> </u>	3-1*
		4	-0- -0-
			3-2 3-3
3-2	Plat Cdr, 1st Tk Plat	1	
LCM-8	Tank Crewman	3	
	1 Tank, M-1A1	<u> </u>	
		4	
3-3	Tank Crew, 1st Tk Sec	4	
LCM-8	1 Tank, M-1A1	<u> </u>	
		4	

ON-CALL

<u>NGF Ln Tm, (Det Hq, 2/12)</u>		
Serial	Fld Rad Opr, NGF Ln Tm	1
316-1	Rad/Tel Opr/Dr, NGF Ln Tm	<u> </u>
LCVP	M998/AN/MRC-138	2

FREE BOATS

00-1	<u>Det, Beachmaster Unit-1</u>	
LARC-5	Beachmaster	1
	LARC Dr	1
	Corpsman	1
	Radioman	1
	Msgr	1
	POinC, Comm Sec	1
	QM Visual Man	1
	Boatswains Mate	1
	Traffic Ctl Man	<u> </u>
		11

<u>CRAFT NO</u>	<u>PERSONNEL AND MATERIAL</u>	<u>BOAT SPACES</u>	<u>FORMATION</u>
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NONSCHEDULED

WEDGE

Serial	<u>Co B (Rein), 1st Bn, 4th Mar</u>		
150	1st Plat, Co B	42	-0-
LCM-8	1st MG Sqd	7	
	1st Tm, 1st Asslt Sqd,		
	Wpns Plt	2	
	1st Mort Sqd	3	
	Corpsman		
	1st Sqd, 4th Sec, 3d		
	Plt, AT Co w/one M1046		
	and one M1045	3	
	1st & 2d Tm, Anti Arm		
	Plt, Wpns Co	<u>4</u>	
		64	

LEGEND:	(X)	AAVC	-0-	LCM-8	-X_	LARC-5
	X	AAVP	0	LCM-6		*Wave Commander
	0	LCVP	(0)	LCU		

Lieutenant Colonel, U.S. Marine Corps
Commanding

Distribution: Annex Z (Distribution) to OPLAN 1-_____.

FRAME 22

A boat team is defined as the troops and equipment loaded aboard one landing craft or amphibious vehicle for one trip to the beach. Boat teams are given a two-digit number, i.e., 1-1, 1-2, 1-3. The first number represents the wave in which this boat team is located, and the second number represents the position of that boat team within a wave. This same number-pair is assigned to the craft that transports the boat team to the beach. For scheduled waves this number-pair appears in the first column of the LCAVAT.

For on-call and nonscheduled serials, there is no wave number assigned. Therefore, the serial number is placed in the first column.

FILL IN THE BLANKS

1. The craft number is a number-pair which represents the _____ in which the vehicle is assigned and _____ of the vehicle within the wave.

2. The same number is assigned to a _____ consisting of the specific personnel and material to be transported to the shore in that specific craft.

ANSWERS

1. The craft number is a number-pair, which represents the wave in which the vehicle is assigned and position of the vehicle within the wave.

2. The same number is assigned to a boat team consisting of all the personnel and material to be transported to the shore in that specific craft.

FRAME 23

The "personnel and material" listed in the Landing Craft and Amphibious Vehicle Assignment Table (LCAVAT) represents the "meat" of the table and requires the most planning on the part of the BLT commander, his staff, and company commanders who prepare the table. The BLT commander must place every combat element into boat teams, waves and formation positions desired for the deployment on the beach. Every tactical item, weapon or individual must be accounted for under personnel and material and allotted the proper room under "boat spaces." A boat space is based on the requirements of one man with his individual equipment. Some equipment, even if one man can carry it, is large enough that it must be allotted equivalent spaces and those spaces cannot be assigned to individuals. For example, a night observation device.

SELECT THE CORRECT ANSWER

1. The assignment of personnel to boat teams is:
 - a. tactical
 - b. administrative
 - c. logistical
2. Boat spaces are assigned only to individuals.

TRUE

FALSE

ANSWERS

1. a. tactical

2. FALSE - Large man-transportable equipment must be assigned boat space in addition to that of the operator if it exceeds the size of a normal boat space; however, small equipment, M47 DRAGONS, M240G MGs, etc., do not require additional boat space.

FRAME 24

The formation column on the LCAVAT provides the relative position the landing craft or amphibious vehicles will take for movement from the ship or rendezvous area to the line of departure.

Now that you know when and how the LCAVAT is used, let's leave this section with one thought--when it is not used. When serials are landed directly by beached LST, they are not included in the LCAVAT.

CHAPTER 6

SERIAL ASSIGNMENT TABLE

FRAME 25

The Serial Assignment Table contains a description of the unit or grouping comprising the serial, the number of personnel in the serial, the ship from which the serial is to be landed, the material and equipment in the serial, the number and type of landing craft or amphibious vehicles required to land the serial and special instructions where needed. The number of personnel plus the boat spaces required for the material, equipment and vehicles must be consistent with the type and number of landing craft/vehicles specified. (The same information applies when we discuss the Heliteam Wave and Serial Assignment Table). Don't be alarmed at the "shopping list"--the format of the table is self-explanatory and, with a minimum of practice, you'll be able to fill in each column with ease. Let's look at a sample table and investigate its use.

(SAMPLE)

BLT 1/9
NAHA, OKINAWA
301000I April 19

TAB C (Serial Assignment Table) to Appendix 3 (Landing Plan) to
Annex R (Amphibious Operations) to Operations Plan 1- _____

SERIAL NUMBER	UNIT	PERS	MATERIAL EQUIPMENT	CRAFT NO/TYPE	SHIP	REMARKS
			VEHICLES			
<u>Co C (Rein), 1st Bn, 4th Mar (240-241)</u>						
240	Co C(-)	160	2 M240G MG	7 AAVP 1 AAVC	LPD-5	1st Wave Beach BLUE w/Ser 315
241	3d Plt (Rein), Co C	105	2 81mm Mort	7 AAVP	LPD-5	2d Wave Beach BLUE w/Ser 316
<u>Co B (Rein), 1st Bn, 4th Mar (245)</u>						
245	Co B(-) (Rein)	258	2 81mm Mort	3 LCM-8	LPD-5	Nonsched Beach BLUE
<u>Btry D (Rein), 2d Bn, 12th Mar (250-251)</u>						
250	Det, Hq	2	1 M 998 AN/MRC-138 (Vehicle, NGF Ln Tm)	1 LCVF	LPD-5	On-call Beach BLUE
251	Btry D (-)	66	7 HMMWV 6 Trk, 5T 6 Trlr, 1 1/2T 2 Trk, Forklift	2 LCU 2 LCM-6	LPD-5	Nonsched Beach BLUE