

Al6-3/CTF67
Serial 01

UNITED STATES PACIFIC FLEET,
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN,

Espiritu Santo Island,
November 27, 1942.

SECRET

OPERATION PLAN
No. 1-42

TASK ORGANIZATION

(a) Task Group 67.2

(1) Task Unit 67.2.1

NORTHAMPTON
NEW ORLEANS

~~2~~ CA

(2) Task Unit 67.2.2 - Rear Admiral Wright

MINNEAPOLIS
PENSACOLA

3 ~~2~~ CA

(3) Task Unit 67.2.3 - Rear Admiral Tisdale

HONOLULU
HELENA

1 CA
1 ~~2~~ CL

(b) Task Group 67.4 - Senior Destroyer Officer

~~GRAYSON (DD435)~~

~~FLETCHER (DD445)~~

~~MAURY (DD401)~~

~~LAMSON (DD367)~~

~~NICHOLAS (DD449)~~

~~O'BANNON (DD450)~~

~~DRAYTON (DD366)~~

~~PERKINS (DD377)~~

4 ~~8~~ DD

NOTE: 1. Cruiser task units are arranged to provide at least one Sail George radar, and at least one CXAM or SC-1 radar, in each task unit.

2. Additional cruisers will be added to cruiser task units as they become available.

3. Task group 67.4 will be sub-divided into task units when more DDs become available.

1. Information contained in current intelligence dispatches.

2. This force will operate as directed by Comsopac. Probable operations are:-

(a) Support troop and supply movements to Guadalcanal by screening and offensive strikes as the situation dictates,

Enclosure (D) to CTF67 -1- secret letter 06 of
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2. (Cont'd)
- (b) Attack and destroy enemy forces in Guadalcanal area and to northward.
3. (a) Cruisers be prepared to attack enemy surface forces and to bombard land forces and installations. Furnish air patrols and searches as directed. Cruiser planes furnish illumination enemy ships at night by flares when directed. Screen supply and transport movements.
- (b) Destroyers be prepared to attack enemy surface forces with torpedoes, day or night and to bombard land forces and installations. Screen supply and transport movements.
- (x) (1) Follow up all engagements with the enemy. Support own forces heavily engaged. KILL JAPS.
- (2) This plan effective upon signal.
- (3) Sortie in accordance general plan indicated in Annex "B" as modified by signal.
- (4) Entry will be made in accordance general entrance plan in Annex "C".
- (5) Stations in Cruising Disposition in accordance Annex "E".
4. Fuel in tankers located at Button. Location of other fuel, if available, will be signalled.
5. (a) Communications in accordance with the communication plan, Annex "A".
- (b) Use zone minus eleven time.
- (c) Commander Task Force SIXTY-SEVEN in NORTHAMPTON. MINNEAPOLIS

T. C. KINKAID,
Rear Admiral, U.S. Navy,
Commander Task Force SIXTY-SEVEN.

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Serial 01

UNITED STATES PACIFIC FLEET,
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OPERATION PLAN

No. 1-42

ANNEXES:

- "A" - Communication Plan
- "B" - Sortie Plan
- "C" - Entrance Plan
- "D" - AA Defense Plan
- "E" - Cruising Dispositions and Special Cruising Instructions
- "F" - Engagement
 - (1) Day Action
 - (2) Night Action

Distribution:

Cincpac	(5)
Comsopac	(5)
Comtaskfor 62	(5)
Comtaskfor 64	(5)
Comtaskfor 65	(5)
Comairsopac	(5)
Comsowespac	(5)
Task Force 67	(65)

L. H. Miller
L. H. MILLER,
Flag Secretary.

SECRET

UNITED STATES PACIFIC FLEET,
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN.

Espiritu Santo Island,
November 27, 1942.

COMMUNICATION PLAN

- 1000 Communications in accordance PAC-70 and Pacific Fleet Confidential Letter 26CL-42.
- 1120 Effective with Operation Plan 1-42.
- 2120 Radio silence AFIRM as per Pacific Fleet Confidential Notice 21CN-42.
- 2211 Radio Frequency Plan #4 effective unless otherwise ordered. Unit (Group, Force) Commanders guard 4205 kcs. Primary warning net TBS; secondary 6540 kcs (voice).
- 2214 International distress frequency as assigned by operating Unit (Group, Force) Commander.
- 2217 Aircraft Frequencies:

VCS and 'direction frequency' - - - - - 6540 P 6390 S

Voice spotting frequencies: Primary Secondary

NORTHAMPTON	3815	3905
NEW ORLEANS	3485	3585
MINNEAPOLIS	3725	3665
PENSACOLA	3925	3725
HONOLULU	3095	3295
HELENA	3235	3065

- 2400 For ship to ship and ship to shore transmissions effective edition of CSP 1286 will be employed for authentication.

Communications by aircraft and from surface ships to aircraft will be authenticated by a three-letter authenticator employing the key word JUXTAPOSITION. Use any two alternate letters of the key word as the first two letters and the second letter of the first word of the text (use the letter if text consists of one letter) as the last letter of the authenticator. Repetitions are to be avoided. Send letters for CW transmissions and use voice signal words for voice transmission. Authenticators will be placed in the suffix.

ANNEX "A" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

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COMMUNICATION PLAN (Cont'd)

2510 Impromptu calls as per Standard Cruising Instructions for Carrier Task Forces with the following in addition:

CTF67	BARNEY	CTU 67.2.2	STEEL
TF 67	WENDELL	TU 67.2.2	ELMER
CTG 67.2	MARION	CTU 67.2.3	IRA
TG 67.2	PERRY	TU 67.2.3	CLYDE
CTG 67.4	ROSS	HONOLULU	MIKE
TG 67.4	MONRO	Senior DD Comdr.	ADOLPH
CTU 67.2.1	CLIFF	Heavy Ships	ERNIE
TU 67.2.1	PAUL	DDs this TG	OMAR
		DDs this TU	JESSE

2530 For CW transmissions aircraft use flight calls as follows:

Spotting flights: NORTHAMPTON V61 PENSACOLA V64
NEW ORLEANS V62 HONOLULU V65
MINNEAPOLIS V63 HELENA V66

Search flight: V67

Plane numbers: NORTHAMPTON 1-4 PENSACOLA 13-16
NEW ORLEANS 5-8 HONOLULU 17-20
MINNEAPOLIS 9-12 ~~COPPER~~ 21-24

HELENA

Flight leaders call will be flight call prefixed by \emptyset . i.e. \emptyset V61 - Flight Leader NORTHAMPTON spotting flight. Controlling ship will use flight call prefixed by $\emptyset\emptyset$. On search flight the controlling ship will be Unit (Group, Force) Commander.

For voice transmissions a modified fighter direction system is in effect. In all cases where voice transmissions are used, the following calls are in effect:

<u>Ship's Call</u>	<u>Ship</u>	<u>Plane Calls</u>
Silk Base	NORTHAMPTON	Silk 1 to 4
Silk Base ONE	NEW ORLEANS	Silk 5 to 8
Cotton Base	MINNEAPOLIS	Cotton 9 to 12
Cotton Base ONE	PENSACOLA	Cotton 13 to 16
Wool Base	HONOLULU	Wool 17 to 20
Wool Base ONE	HELENA	Wool 21 to 24

Division leaders will use lowest numeral assigned to respective division as a call.

ANNEX "A" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

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COMMUNICATION PLAN (Cont'd)

MISCELLANEOUS:

1. For emergency turn signals TBS will normally be used when operating as a separate combat force. When escorting transports MERSIGS will be employed and ships are cautioned to familiarize themselves with the emergency turn procedure as specified in MERSIGS.
2. Voice Key Card setting BLANK BLANK TWO effective.
3. Heavy ships at sea guard Sopac Reconnaissance Frequency when practicable.
4. Radar guard as assigned by Unit (Group, Force) Commander with radar contacts being reported in accordance with Radar Doctrine.
5. Upon engagement tactical orders on TBS will be paralleled by voice on secondary warning net and/or CW transmission on undivided Task Force frequency.

TBS VOICE PROCEDURE

1. In general, normal TBS Voice procedure will be used. For all "Execute to follow" changes of course and speed all heavy ships and the senior destroyer commander will be required to acknowledge. Cruisers should acknowledge in order of seniority so that signals may be expedited.

Example: PAUL from CLIFF - Execute to follow - Orange blank blank blank (repeat transmission) - ERNIE, ADOLPH acknowledge.

Acknowledgments (See Opnav 202147 of Nov. 1942)
"BERT Wilco", "ADOLPH Wilco".

Execution

"PAUL from CLIFF - Execute Orange Blank Blank Blank ERNIE, ADOLPH acknowledge". Etc. Etc.

2. If forming a disposition with flagship as guide, use the following to the Task Unit (Group, Force):-

"PAUL from CLIFF - I am Orange Blank Blank, Green Blank, etc. - (Repeat transmission) - ERNIE, ADOLPH acknowledge".

ANNEX "A" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

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COMMUNICATION PLAN (Cont'd)

TBS VOICE PROCEDURE (Cont'd)

3. For Emergency Turns at night the following procedure will be used:

"PAUL from CLIFF - Emergency Emergency ships right (left ninety (fifty) degrees Speed (blank) - (repeat transmission) - Execute, Execute - ERNIE, ADOLPH acknowledge"

Then - when guide nears new course - make -
"PAUL from CLIFF - I am Orange _____, etc. ERNIE, ADOLPH acknowledge".

To return to the base course when an emergency no longer exists or when it is considered safe to do so, use the following signal:

"PAUL from CLIFF - Execute to follow - Orange _____".
(Same as in paragraph 1 above).

RADAR DOCTRINE

1. Unit Commanders assign radar guardships for continuous all around search and for surface search (with SG equipment) during the hours of darkness as practicable.
2. (a) Ship first detecting unidentified plane make report by TBS and make amplifying reports.

(b) Unidentified objects detected at night must be reported by TBS and an acknowledgment by the Task Unit (Group, Force) Commander must be obtained.
3. Heavy ships equipped with CXAM and SC-1 Radar Equipment must be ready to direct cruiser scout planes in attack operations.

ANNEX "A" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

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UNITED STATES PACIFIC FLEET,
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Espiritu Santo Island,
November 27, 1942.

COMMUNICATION PLAN (Cont'd)

RADAR DOCTRINE (Cont'd)

4. Unit (Group, Force) Commanders will order radar conditions of silence as follows:

- Radar condition 1. No restrictions on use of radar.
2. Flagship or radar guardship search equipment only in use. SG and fire control equipment may be operated.
 3. All CXAM, SC, and SC-1 radars silent. SG conduct search. Fire control equipment may be operated.

When necessary to order radar condition by TBS, the following will be used: "Take JEEP condition ____ (ONE, TWO, or THREE).

- - - - -
- - - - -
- - - - -

ANNEX "A" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

SECRET

Espiritu Santo Island
November 27, 1942.

SORTIE PLAN No. 1

TASK ORGANIZATION

Task Force 67

(a) 67.2 Cruisers

(1) 67.2.1

(2) 67.2.2

(3) 67.2.3

(b) 67.4 Destroyers

(c) _____ Train (AP's and AK's if assigned).

1.

2. This force or designated units will sortie from the naval anchorage at Segond Channel, Espiritu Santo Island.

3. (a) Cruisers will sortie at five minute intervals beginning at zero hour. Task units sortie in numerical order of task unit designations, ships of each task unit in natural order.

(b) Destroyers sortie at minus ~~two~~ ^{one half} hours.

(c) Train (AP's and AK's if assigned) will sortie at ten minute intervals following last cruiser. Order of ships will be designated by the Task Group Commander.

(x)(1) Set Condition of Readiness Three and Material Condition ZED or AFIRM upon getting underway.

(2) Reference Point "A" is a point determined by the intersection of a line bearing 165° True from a white painted rock situated on the south shore of ESPIRITU SANTO Island in longitude 167°-13'-27" and the north tangent of AORE Island bearing west. Point "X" is the mid point of the common southern tangent of BOGACIO and TUPUBA Islands. Unless otherwise ordered Point "O" is ~~six~~ ^{TWO} miles bearing 140° True from Point "X"

(3) Destroyers conduct sound search from Point "X" to "O" and screen heavy ships as practicable.

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SORTIE PLAN NO. 1

(4) Zero hour will be signalled. Zero hour is the time that first cruiser passes Point "A".

(5) All ships maintain 15 knots from Point "A" to "X". Cruisers zigzag independently maintaining a rate of advance of 20 knots from point "X" to "O".

(6) Air coverage 2 planes per cruiser. Additional air coverage may be requested from units remaining in port. Planes to be on station at minus one hour search to radius of 40 miles from point "X". Upon completion of search take up inner air patrol.

(7) Attention is directed to NPM Nr 206 of August 5, 1942, QMA 63, and QMA 74 concerning safe entrance procedure.

4. -----

5. -----

ANNEX "B" TO COMTASKFORCE 67 OPERATION PLAN No. 1-42.

SECRET

Espiritu Santo Island
November 27, 1942.

ENTRY PLAN No. 1.

TASK ORGANIZATION

Task Force 67

(a) 67.2 Cruisers

(1) 67.2.1

(2) 67.2.2

(3) 67.2.3

(b) 67.4 Destroyers

(c) _____ Train (AP's and AK's if assigned).

1. - - - - -

2. This force or designated units will enter Segond Channel ESPIRITU SANTO Island.

3. (a) Cruisers. Enter at five minute intervals after last vessel of train. Order of entry is numerical order of task unit designations, ships of each task unit in natural order.

(b) Destroyers. Destroyers screen heavy ships and enter after last heavy ship.

(c) Train. Enter at ten minute intervals. Order of entry as designated by Task Group Commander.

(x)(1) Set Material Condition ZED or AFIRM prior passing Point "O".

(2) Reference points as described in Annex "B" to Commander Task Force 67 Operation Plan No. 1-42.

(3) Destroyers screen heavy ships as practicable.

(4) Zero hour will be signalled. Zero hour is the time first train vessel passes Point "X". If no train is present zero hour is the time first cruiser passes Point "X".

(1)

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ENTRY PLAN NO. 1

3. (x) (cont'd).

(5) Air coverage two planes per cruiser unless otherwise ordered. After last heavy ship has entered planes rendezvous, proceed, land vicinity parent ships.

(6) Attention is directed to NPM Nr 206 of August 5, 1942, QMA 63; and QMA 74, concerning safe entrance procedure.

4. - - - - -

5. - - - - -

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UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN

Espiritu Santo Island,
November 27, 1942.

A.A. DEFENSE PLAN

1. Normally, when units of this force are cruising alone, cruisers will be in column, distance 1,000 yards, or in line of divisions depending upon the number present. Destroyers will be stationed in an anti-submarine screen at approximately 4,000 yards from the cruisers.
2. When air attack develops while in this formation destroyers will close to 1,800 yards, maintaining present true bearing, to form a tight A.A. formation to fight it out with the attacking planes. The formation will increase speed to 25 knots and will be maneuvered by emergency turns by TBS and/or flag hoists. Maneuvers will be designed to avoid bombs and torpedoes and necessarily will interfere with accuracy of own gun fire.
3. All ships must be alert for a sudden and unexpected change of course by other ships. During attack hits or near misses may cause rudders to jamb or speed to be lost. Individual ships may have to maneuver to avoid torpedoes headed their way. If a cruiser is forced to drop out of formation the two nearest destroyers will remain with the cruiser. The remainder of the formation will be maneuvered to stay near the damaged ship.
4. Normally when units of this force are escorting a convoy cruisers will be in screening stations about 2,000 yards from ships of the convoy and destroyers will be 2,000 to 3,000 yards outside the cruisers in an anti-submarine screen.
5. When air attack develops in this formation destroyers will close the convoy to stations between the cruisers and about 1,800 yards from ships of the convoy. The convoy will be maneuvered by flag hoist signals and ships of the screening force will conform, maintaining a tight A.A. screen and utilizing A.A. batteries to their maximum.

ANNEX "D" TO COMTASKFORCE 67 OPERATION PLAN NO. 1-42.

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UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN

Espiritu Santo Island,
November 27, 1942.

CRUISING INSTRUCTIONS - CRUISING DISPOSITIONS

1. Certain sections and/or paragraphs of "Standard Cruising Instructions for Carrier Task Forces" (Pacific Fleet Confidential Letter 26CL-42) are effective as indicated below:

- (a) Section B paragraph 1(b).
- (b) Section B paragraph 2(a) (5) to (8) inclusive.
- (c) Section B paragraph 3 (entire paragraph wherever applicable).
- (d) Section C (entire section except for references to carriers).

NOTE: MERSIGS will not repeat not be used unless with transports - (See Annex "A" to this Operation Plan in this connection)

- (e) Sections D and E.
- (f) Section F except as modified in Annex "A" to this Operation Plan.

2. When the number of cruisers and destroyers present is small, the cruisers will normally be in column with an anti-submarine screen ahead and on both flanks.

3. When the number of cruisers and destroyers present make it advisable, the cruisers will be in line of divisions with appropriate anti-submarine screen ahead and on both flanks.

4. When cruising with transports cruisers may be assigned at the head of each column of transports or may be assigned stations between transports and destroyer screen. In any event destroyers shall be at least 3,000 yards outside ships screened.

5. Unless otherwise directed cruiser aircraft when not in use, shall be de-gassed and de-bombed and on one hour's notice.

ANNEX "E" TO COMTASKFORCE 67 OPERATION PLAN NO. 1-42.

SECRET

Espiritu Santo Island
November 27, 1942.

SORTIE PLAN No. 1

TASK ORGANIZATION

Task Force 67

(a) 67.2 Cruisers

(1) 67.2.1

(2) 67.2.2

(3) 67.2.3

(b) 67.4 Destroyers

(c) _____ Train (AP's and AK's if assigned).

1.

2. This force or designated units will sortie from the naval anchorage at Segond Channel, Espiritu Santo Island.

3. (a) Cruisers will sortie at five minute intervals beginning at zero hour. Task units sortie in numerical order of task unit designations, ships of each task unit in natural order.

(b) Destroyers sortie at minus ~~two~~ ^{one half} hours.

(c) Train (AP's and AK's if assigned) will sortie at ten minute intervals following last cruiser. Order of ships will be designated by the Task Group Commander.

(x)(1) Set Condition of Readiness Three and Material Condition ZED or AFIRM upon getting underway.

(2) Reference Point "A" is a point determined by the intersection of a line bearing 165° True from a white painted rock situated on the south shore of ESPIRITU SANTO Island in longitude 167°-13'-27" and the north tangent of AORE Island bearing west. Point "X" is the mid point of the common southern tangent of BOGACIO and TUPUBA Islands. Unless otherwise ordered Point "O" is ~~six~~ ^{TWO} miles bearing 140° True from Point "X"

(3) Destroyers conduct sound search from Point "X" to "O" and screen heavy ships as practicable.

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SORTIE PLAN NO. 1

(4) Zero hour will be signalled. Zero hour is the time that first cruiser passes Point "A".

(5) All ships maintain 15 knots from Point "A" to "X". Cruisers zigzag independently maintaining a rate of advance of 20 knots from point "X" to "O".

(6) Air coverage 2 planes per cruiser. Additional air coverage may be requested from units remaining in port. Planes to be on station at minus one hour search to radius of 40 miles from point "X". Upon completion of search take up inner air patrol.

(7) Attention is directed to NPM Nr 206 of August 5, 1942, QMA 63, and QMA 74 concerning safe entrance procedure.

4. -----

5. -----

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Espiritu Santo Island
November 27, 1942.

ENTRY PLAN No. 1.

TASK ORGANIZATION

Task Force 67

(a) 67.2 Cruisers

(1) 67.2.1

(2) 67.2.2

(3) 67.2.3

(b) 67.4 Destroyers

(c) _____ Train (AP's and AK's if assigned).

1. - - - - -

2. This force or designated units will enter Segond Channel ESPIRITU SANTO Island.

3. (a) Cruisers. Enter at five minute intervals after last vessel of train. Order of entry is numerical order of task unit designations, ships of each task unit in natural order.

(b) Destroyers. Destroyers screen heavy ships and enter after last heavy ship.

(c) Train. Enter at ten minute intervals. Order of entry as designated by Task Group Commander.

(x)(1) Set Material Condition ZED or AFIRM prior passing Point "O".

(2) Reference points as described in Annex "B" to Commander Task Force 67 Operation Plan No. 1-42.

(3) Destroyers screen heavy ships as practicable.

(4) Zero hour will be signalled. Zero hour is the time first train vessel passes Point "X". If no train is present zero hour is the time first cruiser passes Point "X".

(1)

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ENTRY PLAN NO. 1

3. (x) (cont'd).

(5) Air coverage two planes per cruiser unless otherwise ordered. After last heavy ship has entered planes rendezvous, proceed, land vicinity parent ships.

(6) Attention is directed to NPM Nr 206 of August 5, 1942, QMA 63; and QMA 74, concerning safe entrance procedure.

4. - - - - -

5. - - - - -

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UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN

Espiritu Santo Island,
November 27, 1942.

A.A. DEFENSE PLAN

1. Normally, when units of this force are cruising alone, cruisers will be in column, distance 1,000 yards, or in line of divisions depending upon the number present. Destroyers will be stationed in an anti-submarine screen at approximately 4,000 yards from the cruisers.
2. When air attack develops while in this formation destroyers will close to 1,800 yards, maintaining present true bearing, to form a tight A.A. formation to fight it out with the attacking planes. The formation will increase speed to 25 knots and will be maneuvered by emergency turns by TBS and/or flag hoists. Maneuvers will be designed to avoid bombs and torpedoes and necessarily will interfere with accuracy of own gun fire.
3. All ships must be alert for a sudden and unexpected change of course by other ships. During attack hits or near misses may cause rudders to jamb or speed to be lost. Individual ships may have to maneuver to avoid torpedoes headed their way. If a cruiser is forced to drop out of formation the two nearest destroyers will remain with the cruiser. The remainder of the formation will be maneuvered to stay near the damaged ship.
4. Normally when units of this force are escorting a convoy cruisers will be in screening stations about 2,000 yards from ships of the convoy and destroyers will be 2,000 to 3,000 yards outside the cruisers in an anti-submarine screen.
5. When air attack develops in this formation destroyers will close the convoy to stations between the cruisers and about 1,800 yards from ships of the convoy. The convoy will be maneuvered by flag hoist signals and ships of the screening force will conform, maintaining a tight A.A. screen and utilizing A.A. batteries to their maximum.

ANNEX "D" TO COMTASKFORCE 67 OPERATION PLAN NO. 1-42.

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UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN

Espiritu Santo Island,
November 27, 1942.

CRUISING INSTRUCTIONS - CRUISING DISPOSITIONS

1. Certain sections and/or paragraphs of "Standard Cruising Instructions for Carrier Task Forces" (Pacific Fleet Confidential Letter 26CL-42) are effective as indicated below:

- (a) Section B paragraph 1(b).
- (b) Section B paragraph 2(a) (5) to (8) inclusive.
- (c) Section B paragraph 3 (entire paragraph wherever applicable).
- (d) Section C (entire section except for references to carriers).

NOTE: MERSIGS will not repeat not be used unless with transports - (See Annex "A" to this Operation Plan in this connection)

- (e) Sections D and E.
- (f) Section F except as modified in Annex "A" to this Operation Plan.

2. When the number of cruisers and destroyers present is small, the cruisers will normally be in column with an anti-submarine screen ahead and on both flanks.

3. When the number of cruisers and destroyers present make it advisable, the cruisers will be in line of divisions with appropriate anti-submarine screen ahead and on both flanks.

4. When cruising with transports cruisers may be assigned at the head of each column of transports or may be assigned stations between transports and destroyer screen. In any event destroyers shall be at least 3,000 yards outside ships screened.

5. Unless otherwise directed cruiser aircraft when not in use, shall be de-gassed and de-bombed and on one hour's notice.

ANNEX "E" TO COMTASKFORCE 67 OPERATION PLAN NO. 1-42.

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Espiritu Santo Island,
November 27, 1942.

DAY ACTION

1. This plan is for use in high visibility against an equal or slightly superior enemy force of similiar types.

2. Cruisers will form on a line of bearing normal to the general bearing line distance 1,000 yards for a normal action. Destroyers will form at 6,000 yards, 30° on the engaged bow of the cruisers.

3. Cruiser aircraft, if present, will be launched early in order to obtain maximum information of the enemy and early air spot.

4. Fire will be opened at long range with primary dependence on radar range and air spot. Make maximum use of fire control radar and be prepared to use radar spot. Normal distribution of fire from the van unless otherwise signalled.

5. Destroyers attack with torpedoes when directed or when opportunity offers. Use smoke at discretion but do not blank gun fire of own cruisers.

ANNEX "F" (1) TO COMTASKFORCE 67 OPERATION PLAN NO. 1-42.

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UNITED STATES PACIFIC FLEET
Flagship of COMMANDER TASK FORCE SIXTY-SEVEN

Espiritu Santo Island,
November 27, 1942.

NIGHT ACTION

1. Cruisers will form on line of bearing normal to the general bearing line, distance 1,000 yards. Destroyers will form at 4,000 yards 30° on the engaged bow of cruiser line.
2. Initial contact should be made by radar. One or more destroyer pickets will be stationed 10,000 yards in the direction of expected contact, in order to obtain early information of the enemy. When so stationed destroyers will be ordered to take station as pickets on specified true bearings from the guide. Approach maneuvering will be ordered by TBS based upon radar tracking. All maneuvers after commencement of firing by our cruisers will be ordered by TBS and secondary warning net.
3. As soon as possible destroyers will be ordered to form and attack. It is expected that destroyer torpedo attacks will be made early in order to obtain the maximum benefits of surprise. All radar facilities may be used by destroyers, and the attack should be made on radar information insofar as possible. Results of radar tracking will be furnished the destroyer commander by TBS. Destroyers must clear expeditiously and in such a positive manner that there is the least possible chance for mistaken identity. All ships having IFF must ensure that it is turned on well before night action, particularly when destroyers are separated from the cruisers. On completion of torpedo attacks and after commencement of cruiser action, destroyers engage enemy destroyers or cruisers being engaged by our cruisers, and be prepared to provide starshell illumination if so ordered.
4. Insofar as practicable, the range will be maintained in excess of 12,000 yards until our destroyer attack has been completed. Commencement of fire will be ordered at a range of between 10,000 and 12,000 yards. Fire will be opened using fire control radars, and the distribution of fire will be normal insofar as can be determined with the radar equipment available. Intention is that cruiser planes will silhouette enemy force by flares. Visual point of aim should be used as soon as available. If fire can not be maintained with fire control radar, and visual point is not available, individual ships may illuminate with starshells. Searchlights will not be used. Ships should be prepared to spot by radar.
5. In normal action the range will be controlled by ship turns. When action is broken off the course may be reversed and the range closed in order to sink enemy cripples. In reverse action the range will be controlled by ship turns and head of column movements not in excess of 30° . The minimum range will

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NIGHT ACTION (Cont'd.)

5. depend upon the tactical situation and advantages gained in the early phases of the action, but in general will not be less than 6,000 yards.

6. Night fighting lights may only be used if under attack by a friendly vessel, and then only for the shortest possible time to ensure recognition.

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A4-3/A
Serial 05

November 27, 1942.

CONFIDENTIAL

From: Commander Task Force SIXTY-SEVEN.
To : Task Force SIXTY-SEVEN.
Subject: Plans for Operation of Cruiser Aircraft for
Night Illumination of Enemy Surface Forces.
Enclosure: (A) Illumination Direction Procedure.

1. The following plans are submitted for the operation of cruiser aircraft under several conditions for the purpose of illuminating enemy surface forces by use of aircraft parachute flares.
2. Considerations governing the use of cruiser aircraft at night in the proximity of enemy surface forces.
 - (a) The undesirability of having cruiser planes operate from parent ships at night due to (1) Fire hazard inherent in planes and gasoline and (2) the danger of disclosing our presence to enemy by catapulting them when otherwise the advantage of surprise might be retained.
 - (b) The requirements that our surface forces operate in a given area.
 - (c) The availability of own seaplane base near surface force area of operations and facilities for servicing planes at base.
 - (d) The means available to position our aircraft for illumination of enemy surface forces and to prevent illumination of our own forces by own aircraft.
 - (e) A means of preventing own aircraft from interfering with the location, by our radars, of enemy surface forces.
3. The following plans are submitted for the operation of cruiser aircraft of Task Force 67 when that Task Force or a part thereof is operating to protect or cover the embarkation or debarkation of troops and supplies in the Cactus - Ringbolt Area:

Plan I.

All or a considerable part of Task Force 67 consisting of three or more cruisers and assigned DDs are assigned a covering mission in Cactus - Ringbolt Area.

- (a) Each cruiser take 2 planes and crews and operating personnel leaving remainder of planes and crews at Button under ComAirSoPac.
- (b) Send all cruiser aircraft to Tulagi Harbor prior to sunset on arrival in vicinity of area of operations. Have each plane armed with 4 aircraft Mark V parachute flares.

UNITED STATES PACIFIC FLEET
FLAGSHIP OF COMMANDER TASK FORCE SIXTY-SEVEN

November 30, 1942

CONFIDENTIAL

From: Commander Task Force SIXTY-SEVEN.
To : Task Force SIXTY-SEVEN.

Subject: Plans for Operation of Cruiser Aircraft for
Night Illumination of Enemy Surface Forces.

1. At 2200 love, five (5) planes search out Orange forces in the vicinity of Point Afirm. Report any contacts these forces on 6540 P - 6390 S K.C.S. Remain in the general vicinity of Point Afirm until given further orders or until such time as it becomes necessary to return to Tulagi. This group will be known as Flight One.
2. At 2200 love, Flight Two, five (5) planes search from Point Baker to Tassafaronga, returning to Point Baker and orbiting. If flares should be ordered dropped to illuminate the shore line of Guadalcanal, they shall be released so that they will fall at least one mile inland from the coast. Enemy forces contacted by this flight shall be reported as above.
3. Absolutely no flares shall be released unless so ordered by O.T.C.
4. If parent ships remain in Cactus - Ringbolt area, a three plane IAP shall be maintained during day light hours.
5. The senior aviator of the entire flight shall arrange schedules, fueling, and Patrols. Should planes be vectored to a position, courses will be magnetic; all bearings will be True.

C. H. WRIGHT