

CHAPTER 4. LANDING SUPPORT OPERATIONS

The Planning Process

An amphibious operation is characterized by the rapid build up of combat power ashore. A critical part of the amphibious operation is the planning and execution of landing the landing force. The LFSP provides the initial CSS to the landing force. The operations, intelligence, and CSS staff sections of the amphibious force focus LFSP planning and operations. The structure of the LFSP is based on the landing force's CSS requirements ashore. The LFSP's structure is determined during the planning phases of an amphibious operation.

The LFSP is formed and equipped to facilitate the landing and movement of personnel, supplies, and equipment across the beach, into HLZ or through a port; to evacuate casualties and EPWs; and to perform the beaching, retraction, and salvage of landing ships and crafts. The LFSP also must provide personnel and equipment to support the landing of airborne, air assault or helicopterborne forces, equipment, and supplies.

Preliminary Planning

The landing force's planning guidance comes from the amphibious operation's initiating directive. The CLF determines the extent of participation by unit commanders during preliminary planning. During preliminary planning, the CATF and CLF are responsible for the following:

- The CLF, with the concurrence of the CATF, selects primary and alternate landing areas.
- The CLF selects the landing beach and HLZs from information provided by the CATF.
- The CATF selects the tentative date and hour of landing after consultation with the CLF.
- The CLF develops the landing force concept of operations ashore. The CLF and CATF's decisions impact the CSSE and LFSP commanders' planning processes. Therefore, early and continuous

dissemination of planning data is essential to the CSSE and LFSP commanders.

Concurrent Planning

The CLF and the landing force staff maintain continuous liaison with subordinate commands to ensure understanding. One factor of particular concern to the LFSP is the determination of landing areas. The CLF selects landing areas that, consistent with the ability of surface and air units to provide support, will facilitate accomplishment of the landing force mission. It is essential that concurrent planning occurs between the landing force staff and subordinate commanders since time constraints can reduce planning opportunities. If possible, subordinate CSS planners should be included in operational planning.

Detailed Planning

The MAGTF, after coordination with landing force units, determines landing support assistance requirements. Based on these estimated requirements, the CSSE commander, LFSP commander, and LFSP staff request additional Marine Corps CSS units and equipment and/or Navy augmentation if required. The CSSE staff coordinates landing support planning with the appropriate staff section within the amphibious force.

Parallel Planning

Parallel planning is the continuous planning performed by the CATF and CLFs subordinate units and staffs to facilitate the execution of an amphibious landing. This coordination facilitates smooth landing operations.

Augmentation

The LFSP commander determines augmentation required from Marine Corps units or the Navy. The LFSP notifies the CSSE commander or the applicable staff officer. Requests for Navy augmentation must be made as early as possible during the planning process.

Planning Considerations

Principal considerations that affect the landing support mission and ultimately the structure of the LFSP include—

- Early, detailed analysis of the objective area.
- Analysis of tactical plans and their landing support requirements.
- Timely and complete training of the task-organized LFSP.
- Detailed planning for organization of BSAs and LZSA.
- Combat loading of each assault ship.
- Employment of the sea echelon concept.
- Establishment of adequate communications between tactical units, control elements, and landing support units (includes shore party and helicopter support).
- Defense requirements of BSAs and landing areas.
- Composition of the assault echelon and assault follow-on echelon.
- Evaluation of enemy activity and installations in the objective area.
- Establishment of the landing force's scheme of maneuver and landing plan.
- Evaluation of beach hydrographic conditions and terrain features inland from the beaches. This also includes HLZs.
- Quantity and types of supplies to be landed from assault shipping.
- Availability of personnel, supplies, and equipment for shore party operations.
- Availability of assault shipping.
- Development of plans for handling EPWs.
- Development of casualty evacuation and disaster recovery plans.
- Identification of coordination requirements with other agencies.
- Concept of CSS.

Planning Documents

Activation Order

The LFSP activation order is issued by the CLF. The LFSP activates on order of the CLF and is normally

terminated once the CSSE commander assumes responsibility for CSS ashore.

Note: The task organization of the shore party team/group and HST creates units that require extensive training prior to landing support operations. Therefore, shore party teams/groups and HSTs must be activated as early as possible to allow organization and training prior to embarkation. The CLF is responsible for the control and coordination of these units.

Landing Force Support Party Operation Plan

The LFSP operation plan provides information and instructions required by the shore party or HST commanders to implement the CLFs decisions and concept of operations for a specific mission. It is normally published as a tab to appendix 14 to annex C.

Landing Force Support Party Appendix

The LFSP tab appendix 14 to annex C sets forth the concept of operations and the detailed and special tasks required to accomplish specific landing support missions. It contains control instructions and floating dump instructions, identifies pre-positioned emergency supplies, establishes priorities for LFSP equipment, and identifies missions assigned to each major subordinate section. It also identifies the relationship of landing support operations to the overall CSS and landing force schemes of maneuver.

Landing Force Support Party Order

The LFSP commander issues amplifying instructions to subordinates in the form of an operation order. These instructions only pertain to subordinate units and are, therefore, not suitable for inclusion in the LFSP tab to appendix 14 to annex C (Operations). If a complete LFSP order is used, the LFSP tab to appendix 14 to annex C (Operations) can be very brief. If the LFSP order is not detailed, the LFSP tab appendix 14 to annex C (Operations) must provide all necessary information.

Intelligence Considerations

Accurate and timely intelligence is the keystone to planning and decisionmaking. Once intelligence requirements are determined, all available information is studied and evaluated to prepare for the landing support mission. To plan landing support requirements effectively, the CLF requires detailed intelligence. Intelligence information must address—

- Topography.
- Local resources.
- Manmade obstructions.
- Climate.
- Routes of communications.
- Enemy methods.
- Enemy installations.
- Equipment and activities.
- Beaches.
- Hydrographic conditions (critical).
- Terrain immediately inland from the beaches and around landing zones.
- General character of surf and inshore currents and their effect on landing craft.
- Beach gradient and its affect on the beaching of landing craft and use of vehicles.
- Depth of water inshore, as related to determination of anchorage and maneuverability of supporting vessels.
- Composition of the beach and its influence on beaching and retracting landing craft and soil trafficability for personnel and vehicles.
- Tidal range of the designated beaches in relation to existing and reinforcing obstacles and beach widths.
- Location of obstacles as related to their influence on beaching landing craft or landing helicopters and debarking personnel and material.
- Range and time of tides.

Ship-to-Shore Movement

Ship-to-shore movement is that portion of an amphibious operation that moves the landing force off assault shipping and into a designated area. Its objective is to ensure the landing of troops, equipment, and supplies at the prescribed time and place. The LFSP is a temporary, task organization of the amphibious force that facilitates the landing and movement of troops, equipment, and supplies across beaches and into landing zones, ports, and airfields; assists in evacuating casualties and EPWs from beaches and landing zones; and assists in the beaching, retracting, and salvaging of landing ships and crafts. The CATF has overall responsibility for preparation of plans and control of the ship-to-shore movement. The CLF is responsible for determining the landing force's requirements for ship-to-shore movement. The responsibility for embarkation and landing of the LFSP rests with the supported tactical unit.

The landing support units are attached to the supported tactical unit for embarkation and landing purposes only. The type of control exercised in the ship-to-shore movement is based on the type of movement required and the concept of operations ashore. Typically, centralized control is exercised up to the limits of communications. The control system must provide for rapid fulfillment of landing force requirements ashore. The LFSP relies on three agencies afloat for the proper and timely execution of its mission: the Navy control group, helicopter logistics support center, and TACLOG. Detailed planning of the ship-to-shore movement begins after the landing forces' scheme of maneuver is determined and allocation of resources is finalized.

Final ship-to-shore planning is expressed in the landing plan. The landing plan establishes the landing priority among various elements of the landing force, provides overall coordination of ship-to-shore movement, and allocates resources. It is issued as tab C (Landing Plan) to appendix 14 (Amphibious Operations) to annex C (Operations).

See JPs 3-02.1 and 3-02.2 and FMFM 1-8 for detailed information.

Shore Party Team

There may be one or more shore party teams. The exact number of teams is contingent upon the landing plan. To support the assigned BSA effectively, the entire shore party team must be embarked aboard the same amphibious shipping so all elements of the team arrive at their destination at approximately the same time.

Normally, shore party teams land and establish designated beaches to support a unit the size of a BLT. Therefore, the shore party team's advance party is one of the first sections to land on the beach. The shore party team's remaining personnel and equipment are landed in an on-call wave as soon as the tactical situation allows.

Advance Party

The shore party team's advance party, embarked in two or more amphibious landing craft, lands as early as possible in the scheduled waves. Typically, the advance party consists of a command section, liaison section, communications section, and beach party section. The shore party and beach party team commanders land with the advance party. The advance party's liaison personnel and the landing force command echelon generally embark and land together.

Shore Platoon

The shore platoon is located near the line of departure at H-hour waiting for the order to land. The platoon is normally in a landing craft with pre-selected, high priority equipment from the motor transport/heavy equipment platoon. The shore platoon constructs beach exits and lateral roads, assists in the unloading of cargo and equipment from landing craft and landing ships, and helps the beach party team as required.

Service Platoon

The service platoon lands as directed by the shore party team and provides support to the team.

Motor Transport/Heavy Equipment Platoon

This platoon lands when the beach is secure enough to move heavy equipment ashore. It provides equipment

to support the transportation needs of the shore party team. Therefore, motor transport/heavy equipment items not needed immediately by shore and service platoons are loaded into landing craft and called ashore as needed on nonscheduled waves.

Headquarters

The shore party team headquarters lands in an on-call wave and is phased ashore with other sections once the beach is organized and ready for the headquarters to take control. It does not land with the advance party.

Helicopter Support Team

HSTs land early in the ship-to-shore movement and establish landing zones that support a BLT-sized unit. The HST, like the shore party team, is a basic building block for the LFSP.

Shore Party Group

The shore party group consists of a headquarters, shore party team(s), and, if necessary, special attachments. Each group phases ashore as required.

The group headquarters lands once designated beaches are established, and they consolidate the existing shore party teams into the shore party group. It is embarked with the unit it supports. The command and communications sections embark on the same ship as the landing force commander. Before H-hour, the command and communications sections transfer with the TACLOG to the primary control vessel stationed off their assigned beach so they can monitor the landing of the shore party teams. Other sections, such as the military police and the motor transport and equipment section may be embarked on other ships in the embarkation group. The remainder of the shore party group headquarters, under command of the shore party group executive officer, should be embarked with the motor transport and equipment section.

The command section normally lands in two echelons: one echelon lands with the shore party group commander, and the other echelon lands with the shore party group executive officer. The shore party group commander and selected personnel are landed from a free boat as soon as consolidation and control of the shore party group can be effected. Remaining

sections of the shore party group headquarters are in on-call or nonscheduled waves and land on request of the shore party group commander. Personnel in the replacement pool are landed as a first priority.

Beach Party Team

The Navy's beach party team usually lands in four echelons, three of which land in scheduled waves. The first echelon to land contains the beach party team's command echelon, and it lands with the shore party team's advance party. The second echelon lands in the same amphibious vehicle that contains the beach party team's command post equipment. This allows the beach party team commander to establish communications with Navy forces afloat and with adjacent beach party teams. The third echelon lands with the salvage section. The fourth echelon lands in an on-call wave with the rest of the shore party team. Refer to FMFM 1-8 for more information.

Landing Force Support Party

Once directed by the CLF, the LFSP commander moves the LFSP command post ashore to coordinate and consolidate the CSS efforts of the existing shore party teams/groups and to monitor and support the logistics activities of the HSTs, beach party group, and special attachments. The LFSP headquarters is formed when more than one shore party group or HST is included in the landing force.

Typically, the LFSP's command group is embarked with the landing force command group. The command group typically includes the LFSP commander, beach party commander, communications officer, manpower or personnel officer (G-1/S-1), G-3/S-3, and other selected staff assistants. The LFSP executive officer, G-4/S-4, and certain administrative personnel are normally embarked with the alternate landing force command group. Normally, the headquarters commandant is embarked with the LFSP headquarters' remaining personnel and equipment. Special attachments to the LFSP are embarked in available shipping in accordance with the landing plan.

Prior to H-hour, the LFSP commander, advance command group, and the TACLOG transfer to the control vessel. The LFSP commander and command group land in an on-call wave. The LFSP commander

may land in a nonscheduled wave if he is required earlier or later than anticipated. The executive officer and alternate command group land in a free boat separate from the LFSP commander. The remainder of the LFSP lands as requested by the LFSP commander.

Operations Ashore

Landing support operations begin with the landing of the advance parties and continue until the landing support operation is completed or relieved. The LFSP remains functional until the landing support operation is terminated or the CSSE commander relieves the LFSP of its responsibilities. The primary CSS beach is designated during the planning stage and will be known as the BSA. The BSA remains operational and is the primary means of support to the landing force during subsequent operations ashore.

Shore Party Team

Shore party team operations vary based on the landing plan and scheme of maneuver. The shore party team's advance party reconnoiters the beach and road net and verifies proposed sites for beach installations. The command section marks the beach center and flanks and then begins development of the BSA. Once the entire shore party team has landed, they—

- Organize the BSA.
- Establish basic communications capabilities.
- Locate dumps inland.
- Establish facilities for limited equipment repair.
- Establish evacuation stations.

The shore party team's goal is to prepare and maintain beaching points and access roads, move troops and equipment across the beach rapidly, and reduce/avoid congestion on the beach. The shore party team unloads, segregates, stores, safeguards, and issues supplies as they are brought ashore. Support operations are decentralized and the primary source for combat service support is still the tactical units located aboard ship. Only those service support units that operate in direct support of the combat units are landed early.

Minimum preplanned levels of supply are established ashore once the tactical situation begins to develop and additional shore party equipment, personnel, and supplies have landed. Shore party team operations are then centralized under a shore party group. Consolidated control usually does not involve physical consolidation of combat service support installations.

Operations of the combat service support sections in the BSA are directed by the shore party team commander, who allocates areas to all units in the BSA and coordinates local defense and security. The shore party team organizes the BSA and develops inland supply facilities into combat service support areas.

Advance Party

The advance party of the shore party team is the first shore party section to land. The advance party reconnoiters the beach and road net and verifies tentatively selected sites for beach installations. The advance party's command section marks the beach center and flanks and begins development of the BSA in preparation for the landing of follow-on troops. If possible, beaches are established in close proximity to each other to ease consolidation once the shore party group lands. The advance party establishes the advance command post and erects flank and center markers that indicate the limits of the beach for which they have primary responsibility. The beach party team commander and staff establish their command post close to the shore party team's command post. They then erect range markers and other navigational devices as required. After the beach organization is accomplished, personnel reconnoiter dump routes and locations for future beach combat service support installations.

Shore Platoon

The shore platoon constructs beach exits and lateral roads and assists in the unloading of cargo and equipment from landing crafts and ships. They also assist the beach party team as required.

Service Platoon

Service platoon personnel compose the initial supply/ammunition dump sections. They establish dump areas and organize the beach in depth. Facilities in the dump

are further developed as additional personnel arrive. Operations in the BSA and in the dumps vary in every operation. Therefore, unit assignments and specific jobs to be performed should be clearly delineated in the LFSP operation order.

Motor Transport/Heavy Equipment Platoon

The motor transport/heavy equipment platoon provides equipment to support the shore party team's transportation needs. Once the shore party team is firmly established ashore, all equipment and motor transport operations revert to the control of the motor transport/heavy equipment platoon commander.

Headquarters

Once ashore, the headquarters' command section takes control of the advance command post and completes the command and control facilities. The organization, location, and function of the shore party team command post depend on whether the team is operating independently or as part of a shore party group. If operating independently, it may approach the size and complexity of a group command post. If operating as part of a shore party group, the group normally assumes the functions performed by the shore party team command post. The team headquarters establishes, in the center of the beach, an information center/clearing station. This center/clearing station assists personnel crossing the beach locate their parent units. It is operated by the shore party team until it is relieved by the shore party group.

- **Security Section.** The security section organizes its sector of defense within the BSA. If the team is operating independently, it organizes the defense of the entire BSA. If adjacent to another team, it coordinates its sector of defense with the adjacent team's and the shore party group commander's. The security section provides the ground defense weapons organic to the landing support platoon, assigns defense positions, and organizes various other sections of the shore party team for defense.
- **Communications Section.** The communications section establishes local communications for internal control. If supporting an assault BLT, the communications section must establish communications with the headquarters of the supported BLT, the TACLOG serving the BLT, and

the parent shore party group. See MCWP 6-22 for more information.

- **Evacuation Section.** The evacuation section is located near the center of the beach and prepares for receipt and evacuation of casualties. These facilities are austere, but they must be prepared to hold casualties if evacuation is not immediate. Facilities must protect casualties from the elements and enemy action. Medical treatment is limited to emergency measures only.
- **MP Section.** The MP section deploys to assigned traffic control points and establishes control in the BSA. They also establish an EPW collection point and evacuate or hold EPWs. The MP section also establishes straggler collection points for personnel separated from their units.

Shore Party Group

After the shore party group lands, the shore party group commander coordinates the consolidation of existing shore party teams into the shore party group. The shore party group commander is directly responsible to the LFSP commander for organization, operation, and defense of the BSA. The landing plan and scheme of maneuver determine the shore party group's operations. The organization and disposition of the shore party teams and the size of the landing force determine if the shore party group operates two or more BSAs.

The shore party group headquarters is organized around the headquarters section of a landing support company, TSB, and augmented as required. Immediately upon landing, the shore party group headquarters is established with one of the shore party teams on the beach. This allows the shore party group commander to supervise operations of the shore party teams.

Command Section

The command section commands, controls, and coordinates the efforts of the shore party teams, as they are absorbed into the shore party group. This section is responsible for the administrative needs of the shore party group and maintains up-to-date supply records. If appropriate, this section consolidates shore

party team security sections into a group security section to provide defense for the BSA.

MP Section

The MP section is assigned local defense and security missions and supervises the operations of the MPs assigned to the shore party teams.

Evacuation Section

The evacuation section is located near the shore party group's command post. It maintains records and plans for casualty evacuation from the BSA and provides medical care for the shore party group headquarters.

Communications Section

The communications section expands existing capabilities as required to meet the needs of the shore party group.

Motor Transport and Equipment Section

The motor transport and equipment section records the status and operational assignment of all attached equipment and motor transport items.

Replacement Pool

Replacement personnel are generally placed in defensive positions in the BSA or assigned to dump areas as required. Replacement officers are assigned duties in shore party teams and shore party group task organizations until they are needed as replacements in the tactical units.

Beach Party Team Headquarters

This section is established near the shore party group's command post. Once the beach party group establishes communications with the beach party teams, it assumes control of beach party team operations.

Helicopter Support Team

The HST provides terminal guidance to helicopters landing in the HLZ they also provide rigging and external lift equipment and supplies to forward areas

of operation. These teams are responsible for their own security.

Landing Force Support Party

Once ashore, the LFSP commander assumes control of landing support operations. The LFSP organizes a main command post. Shore party groups and HSTs are not consolidated into the LFSP main command post. The shore party group serves as the alternate command post. It is located separately in the BSA. The LFSP's main command post coordinates and assists the shore party groups and HSTs, and its functions vary only slightly from that of the shore party group's command post.

The shore party group commander is ashore and operating in the BSA prior to the arrival of the LFSP headquarters. Therefore, the LFSP headquarters establishes itself ashore as soon as possible and usually locates itself within the BSA of the major combat service support effort. The following sections make up the LFSP headquarters:

Command and Administrative Section. The command section is responsible for the command and control and administrative (e.g., messing, billeting) functions of the LFSP. This section maintains records on dump status, ships' unloading status, location of ships, serials requested and landed, beach/landing force developments, tactical situation, casualty and EPW evacuations, and other data as directed. It consolidates and forwards reports from the shore party groups and HSTs to the appropriate headquarters. Requests for other than routine supply requirements are received and handled by this section.

Medical Section. The medical section plans the LFSP's medical evacuation functions, supervises patient operations, and prepares medical evacuation

reports. In addition, this section provides medical services for personnel located in the immediate vicinity of the LFSP headquarters.

MP Section. This section supervises the shore party and HST's MP sections. It also establishes the landing force's EPW stockades and organizes and evacuates EPWs from the objective area.

Communications Section. The communications section expands existing capabilities as required to meet the needs of the LFSP.

Motor Transport and Equipment Section. This section provides the transportation and equipment requirements needed by the LFSP headquarters.

Liaison Section. This section consists of personnel attached or under the operational control of the LFSP. The critical function of liaison personnel are to monitor, coordinate, advise, and assist the LFSP in its dealings with their parent unit.

Organization of the Beach

Different emphasis is placed on beaches within the amphibious objective area at different times. Prior planning determines control of the primary combat service support beach. The CSS beach remains in operation and is the primary means of support to the landing force during operations ashore. Therefore, it must be organized effectively to accomplish assigned shore party tasks and efficiently unload both single and mixed categories of equipment and supplies. Based on the tactical situation, beaches are organized to receive classes of supplies under several conditions. The organization of the beach is planned prior to the landing of the LFSP commander or designated representatives. After landing, the LFSP commander may adjust the beach's organization if required.

Designated Beach

A designated beach, represented by a color, is generally the responsibility of a shore party group. Each shore party team handles two of the following types of supplies: fuel, rations, miscellaneous supplies, ammunition. Separate facilities for unloading supplies delivered by tracked and wheeled vehicles and evacuation of casualties are provided. However, if the tactical scheme of maneuver requires that beaches be separated, each shore party team is responsible for the preparation of their assigned beach. The shore party group headquarters lands on the designated beach scheduled to handle the major combat service support effort. This beach and the area to its rear are developed into a BSA. Other beach operations are abandoned once sufficient means are established to support the landing force. The shore party team and its equipment are then displaced to the main unloading point for throughput operations.

Numbered Beach

A numbered beach is the responsibility of a shore party team. If the tactical scheme calls for the landing force to land in columns of battalions, a shore party team is embarked with each leading battalion. The first team to land organizes installations ashore to support the landing BLT and subsequent BLTs landing in column. The shore party team in support of the BLT landing abreast assumes the responsibility for half the basic colored beach and supports the landing of the next column of BLTs. This would result in colored beach 1 and colored beach 2. The shore party group headquarters lands immediately behind the first shore party team so that it can coordinate the efforts of both teams when the second team comes ashore. Normally, shore party teams land and establish numbered beaches. If possible, numbered beaches are established close to each other to allow consolidation of two or more under a shore party group. If numbered beaches are separated by distances that prevent control by the same primary control ship (regardless of the size of the landing force or the length of the beach front), they assume the control of the designated beach for the landing.

Types of Unloading Points

Individual unloading points are established based on the type of supplies handled. They are normally categorized as follows.

Fuel. During the assault, Classes III(A) and III(W) fuels are taken ashore in bladders, drums, and refuelers. The unloading point marker is located near an existing or recently constructed roadway that leads off the beach to an area suitable for fuel container storage. Also, the use of a ship-to-shore pipe system may be necessary for an alternate or additional fuel point located on the flank of the beach. Its location must not interfere with unloading.

Rations. Rations are unloaded either by pallets, ISO containers or cargo net. Therefore, the unloading point must have hard surface areas to accommodate forklifts or rough terrain MHE. Storage areas for pallets, containers, and cargo nets also need to be established.

Miscellaneous Supplies. Miscellaneous supplies constitute all classes of supplies, except fuel, rations or ammunition that are not carried ashore by troops. These supplies are packed in varying configurations and the unloading points must be able to accommodate pallets, special slings, and MHE.

Ammunition. The ammunition unloading point's organization is similar to the fuel unloading point. Hard surfaced areas and road systems are required. The unloading point must be located a safe distance from the BSA and the fuel unloading point. A special ammunition supply point also will need to be established.

Tracked Vehicles. Tracked vehicles unload their cargo at predesignated points on the beach. These points and access lanes are cleared and marked by engineer or mine clearance personnel. Combat engineer signs (dated and signed by the person that cleared the area) mark cleared areas of the beach.

Wheeled Vehicles. The landing of wheeled vehicles requires special preparations. Roadways need to be cleared of mines, leveled, and beach mobility matting (MOMAT) laid. Vehicles are parked in an assembly area until their parent unit needs them. Combat engineers mark cleared areas of the beach.

Mixed Categories of Equipment and Supplies

Causeways are used where landing craft cannot reach the beach or where they will facilitate the movement of supplies and equipment to the beach. If causeways are used, the organization of the beach is as follows:

- Shore party's advance party erects flank and center markers to mark beach limits.
- Shore party's advance party erects range markers to indicate where causeways beach.
- Amphibious construction battalion personnel place and operate the causeways and control all operations within the causeways.
- Shore party is responsible for construction, maintenance, and traffic control of the roadway leading from the causeway inland.

Appendix A contains a listing of standard beach and landing site markers. No other unloading point markers are used on the beach unless landing craft also use the beach. Traffic is directed without interruption to the inland combat service support areas or to the GCE. Casualties are evacuated directly to designated casualty receiving and treatment ships. EPWs are evacuated to EPW receiving ships. If causeways are not used, the beach party erects range markers and the landing force component of the shore party prepares ramp approaches. Evacuation of casualties and EPWs is executed as stated above.

Organization and Operation of the Beach Support Area

Organization of the BSA facilitates the receiving and distributing of supply classes needed during the initial phases of the landing. The BSA must be organized to handle EPWs, casualties, helicopters, wheeled vehicles, and lost personnel. To facilitate rapid unloading, initial supplies and equipment should be vehicle-loaded, palletized or in packaged lifts and stowed in assault shipping to permit rapid transfer to amphibious vehicles, landing craft, trucks or helicopters. This reduces congestion at the water's edge and allows supplies to be moved rapidly inland to using units or separate inland dumps. The following criteria affect the location and organization of the BSA. Figure 4-1 contains a suggested layout for a BSA.

- Supply sections should be located in sites that provide the best dispersion, cover and concealment, and availability of existing lines of communications.
- Internal arrangement of the BSA must provide for maximum traffic circulation.
- Supplies located within the dumps are segregated by type or other distinguishing characteristics to ensure rapid inventory and issue.
- Manpower requirements are reduced if mechanical equipment is used to handle cargo.
- Fuel and ammunition must be separated and dug-in or revetted (use dozers to accomplish this work rapidly).
- Floodlight trailers and fire-fighting equipment are located within the dump area.
- HLZs, properly marked and equipped with wind direction markers and other essential control or navigational aids, are established near each supply dump, shore party command post, and casualty evacuation point.

In addition to the supply sections, other combat service support functions exist in the BSA.

Amphibious Assault Fuel System. The landing force requires tremendous amounts of Classes III(A) and III(W) fuels. To facilitate the early landing of the landing force, bulk fuel units are attached to the shore party team. The shore party team makes provisions for adequate space, administrative support, and protection for these units within the BSA. These units prepare for bulk delivery of Class III(A) and III(W) fuels using the amphibious assault fuel system (AAFS). AAFS equipment is mobile-loaded on vehicles and landed early in the operation. Additional information on the AAFS is provided in MCWP 3-17, *Engineer Operations*.

Aviation Support. The shore party team is responsible for the support of aviation units landed from assault shipping. Aviation technical personnel, equipped with special cargo handling equipment, are attached to the shore party team during the landing and establishment of the BSA. The shore party team establishes dumps for aviation peculiar Class II, III(A), IV, and V(A) supplies that cannot be moved directly to air installations. Provisions to repair, refuel,

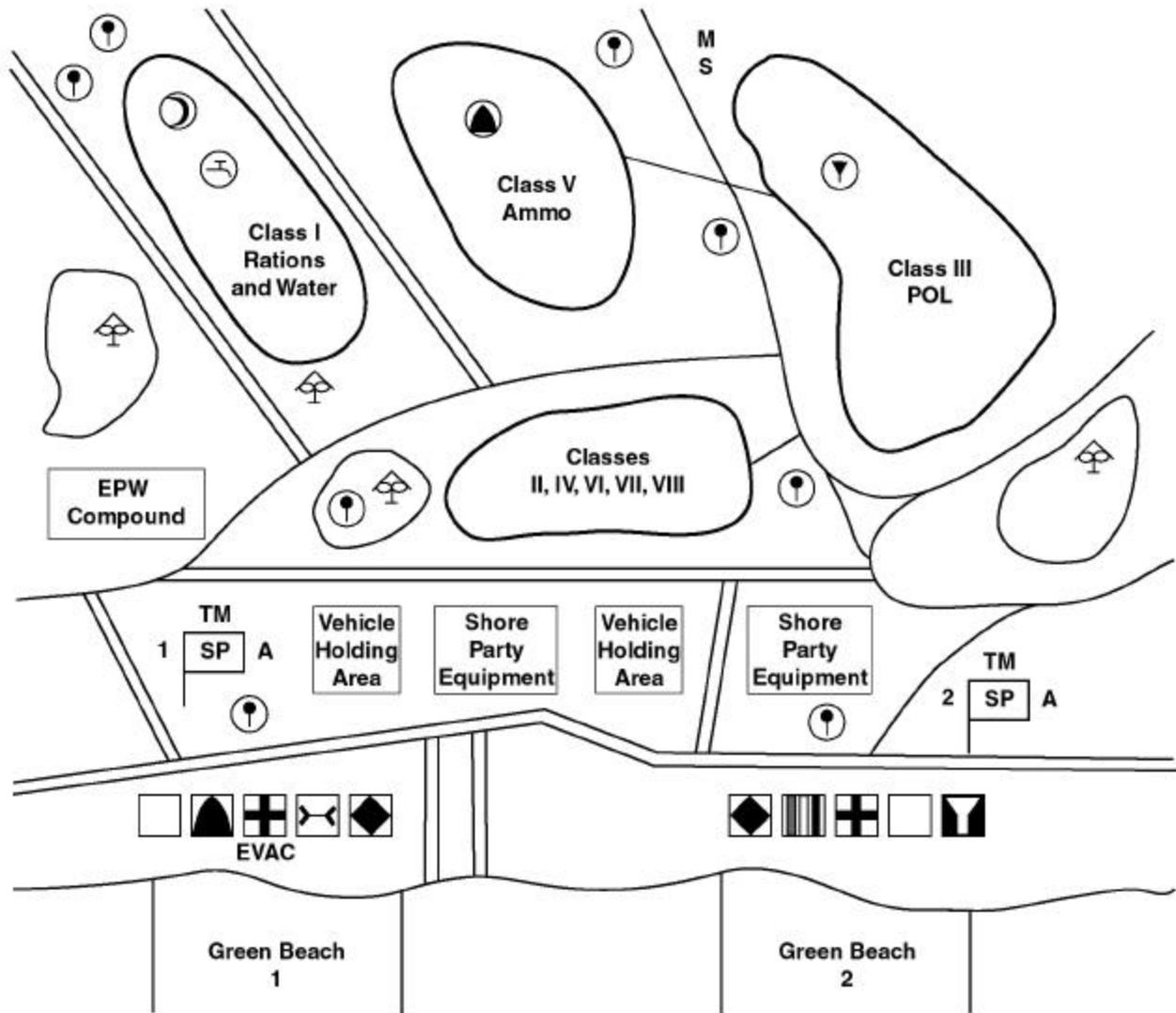


Figure 4-1. General Layout of BSA.

and rearm helicopters and vertical takeoff and landing aircraft may also be required.

Vehicle Parking and Repair. The large number of vehicles landed in support of the landing force requires a vehicle parking and maintenance area that is established by specialists attached to the shore party team from sections of the CSSE. This area is removed from the beach area and located within the shore party's defensive scheme.

Troop Assembly Areas. Reserve and support troops are quickly moved off the beach and into predesignated assembly areas to facilitate their employment in landing force operations and to reduce congestion of the beach.

Their time in the assembly area may vary from a few hours to several days. The shore party team orients these units as to the tactical situation and assimilates them into the BSA defense plan. While units are in the assembly areas, the shore party provides them with any required combat service support.

Water Supply Points

Water supply points should be within the BSA so that the shore party team can provide for their defensive and administrative support. Their locations are predetermined and their establishment and exact locations are reported to higher headquarters.

Casualty Evacuation

Evacuation of casualties from the BSA is a function of the LFSP. Evacuation station personnel land with the shore party team and HST headquarters, establish beach evacuation stations on each shore party team beach and HST landing zone, and assume evacuation responsibility. As the assault progresses, evacuation stations and personnel may be consolidated into the shore party group, HST or LFSP. This allows movement of casualties and makes maximum effective use of landing craft and helicopters. Basic evacuation procedures continue in effect after consolidation. The number of casualties treated ashore increase as more elaborate medical facilities are established ashore.

Medical Regulating Team. Casualties not taken directly by helicopter to medical facilities afloat are evacuated to the beach evacuation station. Those requiring immediate evacuation are sent from the beach evacuation station by the most expeditious means available. Waterborne casualty-carrying craft report initially to the primary control ship. A medical regulating team (MRT) is located on the primary control ship or casualty receiving and treatment ship. The MRT provides destination information to waterborne casualty-carrying craft. Casualties also can be evacuated directly from the beach evacuation station to casualty receiving and treatment ships equipped with helicopter platforms or to hospital ships if available. The destination of the helicopterborne casualties is controlled by the helicopter direction center and assisted by an MRT representative. Detailed information on the evacuation of casualties is provided in MCWP 4-11.1, *Health Services Support Operations*.

Evacuation Stations. The primary role of an evacuation station is to facilitate the evacuation of assault force casualties to a designated casualty receiving and treatment ship. The LFSP-established evacuation stations are formed from assets of the medical battalion. During the initial assault stage, medical personnel from the battalion aid station may be required to establish an evacuation station until the shore party is ashore. The buildup of health service support facilities ashore continues as the tactical

situation permits. The initial facility establishes shore-based capabilities for emergency surgery. The LFSP commander and the landing force surgeon determine the location of the evacuation station. They are generally located in an area with good approach roads and protection that will facilitate patient care while they await evacuation. An HLZ is prepared in the same area. Refer to MCWP 4-11.1 for further details.

Note: Plans for evacuation of casualties also include provisions for property exchange of critical items, such as litters, blankets, splints, and certain other medical equipment.

EPW and Civilian Enclosures

Elements of the LFSP locate and construct civilian and EPW enclosures. EPW and civilian enclosures are separated from each other and from other combat service support installations. They are located within the BSA's defense system and must be of sufficient size to provide for the detainees' physical needs. Medical support is provided as required.

EPW Collection Points

Typically, the shore party team commander establishes EPW collection points in or near the landing beaches. HSTs also establish collection points in HLZs. Collection points are indicated on the combat service support overlay. If a large number of EPWs are anticipated early in the assault, ships are designated to receive and evacuate EPWs.

Units that capture EPWs are responsible for delivering them to EPW collection points. MPs assume control of the EPWs once they are delivered to the collection points. EPWs are either retained at the collection points or evacuated to an EPW ship. The shore party group ensures that—

- Collection points are established on the beach and landing zones and the intelligence officer of the highest headquarters is notified of their location.
- Personnel are designated to construct temporary EPW enclosures.
- An adequate number of guards are available.

- The collection, evacuation, and safeguarding of EPWs are coordinated with the appropriate unit.
- Control of EPW facilities is relinquished as directed. This is normally done when the MP unit is ashore and functioning.
- Salvage of landing force equipment damaged or rendered inoperable during the conduct of operations ashore.

Salvage Operations

Shore party salvage operations can be divided into two categories—

- Salvage of landing craft, amphibious vehicles, and landing force equipment damaged during the landing.

The NBG salvages landing craft and vehicles that broach at the waters edge. Amphibious vehicles, trucks or other landing force vehicles damaged or sunk in the vicinity of the beach are salvaged by the beach party and then moved to maintenance and repair facilities. Salvage collection points are established in the BSA by maintenance units. Mobile maintenance and repair teams can frequently affect salvage of collected equipment without evacuating vehicles or pieces of equipment. Salvaged articles reduce the amount of necessary resupply and replacement for the landing force.