

AMPHIBIOUS OPERATIONS

An amphibious Operations is an aggressive incursion to hostile territory.

Amphibious Operations is an attack launched from the sea by naval and ground forces embarked in ships and which involve landing on a hostile shore. Amphibious Operation is a complex operation that incorporates land, sea and air forces into one cohesive assault force and integrates them into a highly balanced, concentrated and tremendous combat power to defeat an enemy force entrenched ashore.

A Heliborne operation may also be conducted to support an amphibious operation. The Philippine Marine Corps with its operating units is especially organized, equipped, and highly balanced, concentrated and tremendous combat power to defeat an enemy force entrenched ashore.

A. PURPOSE OF AMPHIBIOUS OPERATION

Amphibious operations are generally conducted to established landing forces on a hostile shore for the following purpose:

1. Prosecute further combat operations.
2. Secure site for forward naval or air bases.
3. Decisively deny the enemy of the use of vital areas of facilities.
4. Conduct swift and unexpected incursion into hostile territory or inflict casualties and damage to enemy personnel and material.
5. To gather vital information about the enemy activities and intentions,

B. PHASES OF AMPHIBIOUS OPERATION

Following are different phases of an amphibious operation:

1. Planning Phase. This phase starts from the time of the issuance and receipt of the initiating directive by the concerned units and extends to the creation of the amphibious Task Force. It also includes actual planning and revision of plans of all units
2. Embarkation Phase. The embarkation phase covers the period when the units that consist the landing force with all their equipment and supplies are assembled at the staging areas and are embarked aboard their assigned naval vessel.
3. Rehearsal Phase. The conduct of rehearsal is necessary in an amphibious operation to determine the adequacy of plan, the workability of communication equipment and armaments and to insure to familiarity of all members of the landing force with the over-all plan. Rehearsals are usually conducted on a beach similar to the actual beach objective and also as much as possible under similar time and sea conditions.
4. Movement to the Objective Area. In this phase, the vessels of the Amphibious Force with the landing force aboard, maneuver in convoys towards the Amphibious Objective Area.
5. Assault Phase. This is the final phase of an amphibious operation. It commences when the Amphibious Task Force arrives at the objective area and ends with the accomplishment of the task force mission. It includes the disembarkation of troops from the transport ships into the landing crafts, their movement to the beach and subsequent landing under tactical condition. Once ashore, the landing force units assault their respective objectives using standards tactics of fire and maneuver and fire movement. After seizing the task force objective, administrative unloading of personnel, supplies and equipment from the transport ships ad helicopters will commence.

C. ORGANIZATION OF BOAT TEAM

The elements of the amphibious landing force are organized into boat teams to ensure their fast and systematic loading. A boat team includes all the personnel, equipment and supplies assigned and embarked in one landing craft of a particular wave. Following are the members of the boat team and their respective responsibilities.

1. Boat Team Commander – He is the most senior commissioned or non-commissioned troop officer of the boat team. He maintains the discipline of the boat team and sees to it that all loose gears are properly secured. He directly coordinates with the boat crew for the control of the craft.

2. Assistant Boat Team Commander – He is the second most ranking troop commander aboard the craft. He assist the boat team commander in the performance of his duties and takes over his responsibilities in the event that becomes a casualty.

3. Loaders – Loaders are required when landing crafts used and when disembarkation of troops and equipment are done alongside transport ships. There maybe at least eight Loaders in a boat team when surface landing crafts are used. They are composed of four Deck Loaders and four Boat Loaders. They lower, guide and stow all equipment which can not be carried down the disembarkation net by the troops. They see to it that the lashing lines are already tied on the equipment before disembarkation starts. The four Deck loaders lower the gears with the lowering lines from the ship deck to the landing craft. On the other hand, the four Boat Loaders on the landing craft, with the aid of the guide lines attached at the bottom of the equipment, guide it away to prevent it from banging on the other side of the ship. They then receive the load and stow it properly in the appropriate section of the boat. Loaders are not necessary when troops, supplies and equipment are preloaded in Landing Vehicles, Tract (LVT)

4. Net Handlers - Four men are normally designated as net handlers but additional Net Handlers may be assigned depending on the size of the disembarkation net and sea condition. The Net Handlers are the first to go down the net and they relieve the boat crew from holding it. They keep the net taut and away from the side of the ship and the landing craft. Net Handlers are not necessary when Landing Vehicles, Tract (LVTs) are use, unless these amphibian vehicles return to the ship for th ship-to-shore transport of the subsequent waves. For this purpose, the LVTs are considered just like any other surface landing crafts.

5. Boat Paddle Handler – Every boat, whether the landing craft used is a surface or an amphibious vehicle, the boat team is identified by a boat paddle. This marker is used by the Wave Commander in controlling the formation of boats prior to the assault of the beach. The boat paddle is marked with two numbers separated by hyphen. The first number identifies the wave umber and the second number, the boat team number. The Boat Paddle Handler is responsible that the paddle is conspicuously displayed at the forward starboard side (forward right side) of the landing craft, upon the order of the Boat Team Commander. He removes the boat paddle after the craft crosses the line of departure, carries it ashore and drops it on the beach after passing the high water mark, in order that it wil not b washed back to the sea at high tide. The boat paddles may later be used by the landing Force Commander in accounting for units that have successfully landed ashore.

D. INDIVIDUAL EQUIPMENT PREPARATION

When surface landing crafts are used, equipment of participating personnel are rigged in peculiar manner so that they may quickly be dropped from the shoulder in the event that te marine falls into the water while disembarking from the ship or while wading to the ashore during the actual assault. This is the proper way on how to do it.

1. Canteens are hooked on the ammo belt well back on the left and right hip.
2. The ammunition or pistol belt is fastened and is left from the belt suspender straps on the pack.
3. The rifle is slung on the right shoulder with the muzzle down and with its sling loosened. Right, the weapon is then carried across the pack with the sling placed around the pack, bringing it to a vertical position behind the left shoulder. The rifle should fit snugly, otherwise you should properly adjust your sling. Marines may pair off in order to adjust the snugness of each others rifle and equipment.
4. Your helmet strap should be worn loose but be fastened in order that you can easily discard your helmet when necessary, as when you accidentally fall from the disembarkation net into the water.
5. When a life jacket is used, it is normally put on after all the individual equipment are adjusted. The jacket is placed around your neck, crotch and waist and the straps are brought under the individual equipment. Extra care should be taken in order that the straps are not entangled with your clothing or other equipment, such that it will be hard to discard them when necessary.

E. LASHING AND LOWERING OF EQUIPMENT

It is the duty of the boat leaders to see to it that every piece of equipment or supplies to be lowered in the landing craft is properly lashed with a line, prior to the start of disembarkation. In lowering, the rule to follow is to always keep the lines taut, carefully keeping the equipment away from the side of the ship and guiding it carefully into the landing craft. Following are the different lines that are used in lashing and lowering equipment and supplies from the transport ship to the landing craft.

1. The Lashing line to be used should be strong enough to hold at least a 300 pound load and must have a 4-inch splice at each end.
2. The guide line is hooked at the eye of the lashing line which is nearer to the heavier end of the equipment.
3. The lowering line which also has a hook is engaged at the lighter end of the load.

F. GOING DOWN THE DISEMBARKATION NET

Members of particular wave will assemble by boat teams at the designated Assembly area at the deck of the transport ship. They shall wait for their turn to be called upon to go down the disembarkation net, into the landing crafts below.

1. Do not rush in going down the disembarkation net. Once you have positioned yourself approximately in line with the other member of your boat team, take one secured foothold. Look directly to the forward, neither looking up nor down.
2. "Feel" the next lower rung (net ladder step) with your feet without looking down.
3. Firmly take hold of the vertical strands of the disembarkation net with your hands, to avoid being stepped on by the others above you.
4. Avoid swinging and keep your body as close as to the net as possible.
5. If you lose your balance and you are about to fall, or have in fact fallen into the water, immediately loosen off and drop your equipment. Your immediate concern should be to save your own life.
6. Do not jump from the disembarkation net until you have reached its lowest rung. Immediately clear the area and proceed to your position in the landing craft, in order to give way to others who are still going down.

G. ACTION DURING THE ASSAULT

When aboard a surface landing craft, the boat team commander will loudly give a warning when the craft is about a hundred meters from the beach. Upon hearing this, slightly bend forward and brace yourself in anticipation of the beaching of the craft. When this is done and the landing craft ramps, dash out to the nearest cover. Disperse upon clearing the ramp of the landing vehicle and avoid bunching up with others. During a "wet" landing, wade as fast as you can to the shore.

When on the beach, dash to the first available cover and concealment. Note the location of your other boat team members and take positions approximately in line with other marines of your wave to avoid being accidentally hit by friendly forces from behind. When there is adequate cover or when enemy resistance is non-existent or light, orient yourself with the surroundings and immediately reorganized yourselves in order that you can begin to fight effectively as a unit.

Once reorganized, your commander will lead you attacking your designated objective using the standard tactics of fire and maneuver and fire and movement. This assault should be done as rapidly and aggressively as possible, regardless of the progress of the other squads or platoon of the landing force. After the seizure of your unit's objective, and the beachhead has been securely established, subsequent operations ashore may follow.