

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

FB7-26/Al6-3
Serial 0209

UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
c/o Fleet Post Office,
San Francisco, California.

C-O-N-F-I-D-E-N-T-I-A-L

15 January 1945

From: The Commander Task Unit 78.5.7 (CTD 26).
To: The Commander in Chief, United States Fleet.

Via: (1) The Commander Task Group 78.5.
(2) The Commander Task Force 78.
(3) The Commander Allied Naval Forces, and
The Commander SEVENTH Fleet (CTF 77).
(4) The Commander in Chief, United States Pacific Fleet.

Subject: Action Report - Assault of LINGAYEN Gulf, Luzon Island,
Philippine Islands.

References: (a) PacFlt Conf Ltr 2CL-44, of 1 January 1944.
(b) Article 712(1), U. S. Navy Regulations.
(c) Article 874(6), U. S. Navy Regulations.
(d) Commander Luzon Attack Force (CTF 77) OpPlan No. 17-44.
(e) Commander San Fabian Attack Force (CTF 70) OpPlan No. 103-44.
(f) ComPhibGrpEIGHT (CTG 78.5) Attack Order No. 2-44.
(g) CTU 78.5.1 Landing Plan (Annex C to Ref. (g)).

PART I

1. General Narrative of Action.

Control over the landing of the 6th Infantry Division, 6th Army, on Blue Beach, LINGAYEN Gulf, Luzon, Philippine Islands, was exercised from PC 1133, the attack group control vessel, and PC 1119 and PC 1122, the two transport division control vessels for Blue One and Blue Two beaches respectively. Certain army and navy control personnel had been transferred to PC 1133 at SAN-SAPOR, New Guinea, which was the final staging point for Task Group 78.5, and all three PCs had accompanied the task group from this area to the objective in the capacity of screening vessels. On 7 January 1945, additional personnel were transferred at sea to the three PCs, including the Transport Division TWENTY and Transport Division TWENTY-SIX control officers. At about 0600 Zone-9 time, 9 January the three PCs were released from their screening duties and proceeded independently to the line of departure for Blue Beach. PC 1133 anchored in the center of the line of departure, 4000 yards from the beach, and PC 1119 and PC 1122 took station on the left and right flanks respectively. The attack group control officer (CTU 78.5.7) came aboard PC 1133 at approximately 0800, 9 January 1945.

The forming up of LVT and boat waves proceeded rapidly and according to schedule, and the LSMs and LCTs in the assault waves were on station on time. All waves were despatched and hit the beach on schedule and in accordance with references (d), (e), (f) and (g).

After the last assault waves left the line of departure, PC 1119 and PC 1122 were directed to proceed to a point about 7000 yards off their respective beaches for the control of unloading. PC 1133 remained on station at the line of departure until about 1500 in the afternoon, and was able to act as a

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traffic control vessel to good advantage. At 1545, 9 January 1945, the attack group control officer left PC 1133 and resumed his duties as CTU 78.5.3. At about 1700, 9 January 1945, Transport Division TWENTY and Transport Division TWENTY-SIX control officers and parties were withdrawn from PC 1119 and PC 1122 respectively preparatory to the getting underway of these transport divisions.

PART II

1. Chronological account of action.

All PC control vessels were on station at the line of departure for Blue Beach at 0730, 9 January 1945. At approximately the same time, boats were being lowered by the transports in the transport area, and boat waves being formed up. LSTs of Task Unit 78.5.5 commenced launching LVTs of the first five assault waves at 0815, or seventy-five minutes before H-Hour. This afforded sufficient time for the forming up of the waves, and the initial waves were ready to go by 0850, at which time H-Hour was confirmed as 0930. At 0855 the numeral one flag was hoisted by PC 1133, this action being paralleled by the two outboard PCs. At 0900 the numeral one flag was executed by all control vessels, and the first wave left the line of departure. A time study of the landings on Blue One and Blue Two beaches is given below. It will be noted that slight differences occur in the times of landings of the same wave on the two beaches. This possibility was contemplated in the plan, and was due to the fact that regiments with distinct tactical plans were landing abreast, and the landings on the two beaches, except for the first wave, were controlled separately by the two transport divisions' control vessels on the flanks of the line of departure.

Wave	Scheduled to leave	BEACH BLUE ONE		Scheduled to Land	Landed
		LOD	Left LOD		
1	0900		0900	0930	0933
2	0901		0901	0930.5	0934
3	0905		0905	0935	0937
4	0910		0910	0940	0941
5	0915		0915	0945	0945
6	0933		0933	0950	0950
7	0938		0938	0955	0956
8	0943		0943	1000	0959
9	0948		0948	1005	1006
10	0953		0953	1010	1012
11	0958		0958	1015	1019
12	1013		1013	1030	1034
13	1028		1028	1045	1045
14	1033		1033	1050	1050
15	1038		1038	1055	1054

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UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
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FBK-26/A16-3
Serial 0209

C-O-N-F-I-D-E-N-T-I-A-L

15 January 1945

Subject: Action Report - Assault of LINGAYEN Gulf, Luzon Island,
Philippine Islands.

BEACH BLUE TWO

Wave	Scheduled to leave LOD	Left LOD	Scheduled to land	Landed
1	0900	0900	0930	0933
2	0901	0901	0930.5	0935
3	0905	0905	0935	0937
4	0910	0910	0940	0940
5	0915	0915	0945	0945
6	0933	0933	0950	0950
7	0938	0938	0955	0955
8	0943	0943	1000	0959
9	0948	0948	1005	1009
10	0953	0957	1000	1018
11	0958	1002	1015	1022
12	1013	1015	1030	1035
13	1028	1028	1045	1045
14	1033	1033	1050	1051
15	1038	1038	1055	1103

As indicated by the above time studies, the landing proceeded smoothly and without mishap. Only one last minute change in plan occurred, which was necessitated by hydrographic information received from the Underwater Demolition Team, which reported aboard PC 1133 at about 0830, 9 January 1945. This information was to the effect that the best area for the landing of water-borne craft other than tracked vehicles lay in the right two-thirds of Blue One and the left one-third of Blue Two; and that the landing of small boats on the right two-thirds of Blue Two would require the troops to wade ashore through waist deep water for a considerable distance. Accordingly, and with the approval of Lieut. Colonel Palmer, the 6th Infantry Division representative aboard PC 1133, the axis for landing all waves after the initial five LVT waves was shifted slightly to the left.

PART III

1. Commander Task Unit 78.5.5, in command of the eight LSTs carrying Blue Beach LVTs, adopted a system for the simultaneous launching of LVTs for a particular wave from all LSTs on execution by the LST flagship of numeral wave flags. This system worked excellently, and is probably in large part responsible for the orderly and rapid formation of the waves. It is recommended that this system of launching be made standard amphibious doctrine for future operations.

2. Every opportunity was given for conferences and briefing before the operation. In one meeting all control personnel were assembled and full briefed in the details of the landing plan. Another meeting of LVT, LST and guide boat personnel was held by CTU 78.5.5, and the procedure for forming LVT waves was carefully covered. It is believed that these conferences were of the greatest assistance, and should be an essential part of all pre-operation training.

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3. Control over an assault landing is exercised from the flying bridge of the PC. This bridge is small, and a 20 mm gun is installed on it; yet of necessity, most of the army and navy control personnel, as well as the captain of the PC and other members of the ship's complement, are stationed on the flying bridge, and most of the 610 radios, which are calibrated on the most important control channels, must be manned on the flying bridge. As the PC is presently constructed, there is absolutely no protection for the control party and radio equipment against strafing or near misses, either of which might very easily put a control vessel or party out of action. Accordingly, it is recommended strongly that a splinter shield be constructed around the flying bridge of all PC control vessels. If topside weight would prevent this, it is recommended that splinter shield be built even at the cost of the 20 mm guns and gun platform. This gun is always secured when the PC is performing her control functions, and at present impedes the freedom of movement on the flying bridge.

4. It is recommended that PC control vessels be equipped with two portable loud speakers, to be mounted on swivels, one on each side of the flying bridge. Control duties to a large extent involve issuing verbal instructions to boats coming alongside the PC, and an ordinary megaphone is not sufficient, especially if the control party remains on duty more than one day.

5. In the rehearsal of the landing plan held at SANSAPOR, New Guinea, numerous communication failures were experienced, especially with respect to the SCR 610 radios calibrated on the most important control channels. As a result of very extensive tests conducted prior to departure from SANSAPOR, these difficulties were corrected and communications generally during the operation were excellent. It is recommended that all radio equipment to be used on control vessels be thoroughly tested prior to the operation, inasmuch as control parties must rely almost entirely on radio communications for the effective exercise of control. It is further recommended that spare SCR 610 radios calibrated on appropriate channels be kept aboard the control vessel, and that a radio technician be included in the control party. These spare radios may be used to replace defective sets on the PC or in the guide boats, and thus help insure reliable communications during the assault.

6. Subsequent to the despatching of the assault waves in the past operation, the two transport division control vessels closed the beach for cargo control, while the central PC maintained station at the center of the line of departure. This system worked very satisfactorily. The central control vessel was able to issue traffic directions to boats, LCTs and other craft, until familiarity with the area rendered these instructions unnecessary.

H. J. Wright
H. J. WRIGHT,
Captain, U. S. Navy,
Commander Task Unit 78.5.7
Commander Transport Division TWENTY-SIX 4

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UNITED STATES PACIFIC FLEET
COMMANDER TRANSPORT DIVISION TWENTY-SIX
c/o Fleet Post Office,
San Francisco, California.

C-O-N-R-I-D-E-N-T-I-A-L

15 January 1945

Subject: Action Report - Assault of LINGAYEN Gulf, Luzon Island,
Philippine Islands.

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W. F. Wood
W. F. WOOD,
Lieut (jg), USNR,
Staff Secretary.

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By: NDC NARA Date: Dec 31, 2012

A-961

FE25/A16-3
Serial: 014A

COMMANDER AMPHIBIOUS GROUP 8
SEVENTH FLEET
Fleet Post Office
San Francisco, California

CONFIDENTIAL

3 March 1945

1st. ENDORSEMENT to
CTD 26 confi serial
0209 of 15 Jan. 1945

From: Commander Task Group 78.5 (Commander Amphibious Group 8,
SEVENTH Fleet - Rear Admiral W. M. Fechteler, U.S. Navy).
To : Commander in Chief, United States Fleet.
Via : (1) Commander SEVENTH Amphibious Force.
(2) Commander SEVENTH Fleet
Subj: Action Report - Assault of LINGAYEN Gulf, Luzon Island,
Philippine Islands.

1. Forwarded. The Control Party carried out its duties in a smart manner, handling all assault waves on time and controlling unloading so efficiently that all assault APAs and APs were unloaded before nightfall of S Day.

2. The remarks of Part III are concurred in. The excellence of communications between the control vessels, wave guides, etc., was the result of the drills held regularly at the staging point by CTD 26.

W. M. Fechteler

W. M. FECHTELER

cc: CTD 26

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By: NDC NARA Date: Dec 31, 2012

File FE25/A16-3
Serial: 0744

SEVENTH AMPHIBIOUS FORCE
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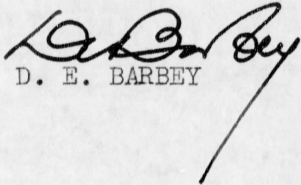
24 MAR 1945

CONFIDENTIAL

SECOND ENDORSEMENT on:
ComTransDiv 26 conf. ltr.,
serial 0209 of 15 Jan.,
1945.

From: Commander Task Force SEVENTY-EIGHT.
(Commander SEVENTH Amphibious Force)
To: Commander-in-Chief, U.S. Fleet.
Via: Commander SEVENTH Fleet.
Subject: Action Report - Assault of LINGAYEN GULF,
LUZON ISLAND, PHILIPPINE ISLANDS.

1. Forwarded, concurring in the remarks contained
in the first endorsement.


D. E. BARBEY

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

Al6-3(5)(F-3-4/jk)

Serial: 01171

CONFIDENTIAL

THIRD ENDORSEMENT on: ✓
ComTransDiv 26 conf.ltr.,
serial 0209 of 15 Jan. 1945.

120
Reg. No. 2810
R.S. No. 4 01686

4 APR 1945

From: Commander SEVENTH Fleet.
To: Commander-in-Chief, U.S. Fleet.

Subject: Action Report - Assault of LINGAYEN GULF,
LUZON ISLAND, PHILIPPINE ISLANDS.

1. Forwarded.

R. H. Cruzen

R. H. CRUZEN,
By direction.

1-04019
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