

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LST/FLot-8/A16-3
Serial No. 09

LST FLOTILLA EIGHT
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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

10 February 1945

1823
From: Commander, Task Unit 78.5.5 (Commander, LST Flotilla EIGHT.)
To : The Commander in Chief, United States Fleet.

Via : (1) Commander, Task Group 78.5
(Commander, Amphibious Group EIGHT.)
(2) Commander, Task Force 78
(Commander, SEVENTH Amphibious Attack Force.)
(3) Commander, SEVENTH Fleet.

Subject: Action Report, Luzon Operation - San Fabian Attack Force.

Enclosures:

- Photostated
separately*
- (A) LST 912, Action Report, p. 2
 - (B) LST 700, Action Report, p. 3
 - (C) LST 126, Action Report. - M-ser. 107659
 - (D) LST 1017, Action Report. - M-ser. 111347
 - (E) LST 694, Action Report. - M-ser. 108829
 - (F) LST 777, Action Report. - M-ser. 108198
 - (G) LST 614, Action Report. - M-ser. 108676
 - (H) LST 993, Action Report. - M-ser. 108840
 - (I) LST 555, Action Report, p. 11
 - (J) LST 910, Action Report. - M-ser. 108682

1. Enclosures (A) through (J) inclusive are forwarded herewith.

C. R. Swigart
C. R. SWIGART

cc: ComLSTFlot 14 CO LST 694
ComLSTFlot 15 CO LST 777
ComLSTFlot 16 CO LST 614
ComLSTGr 22 CO LST 993
ComLSTGr 23 CO LST 555
ComLSTGr 24 CO LST 910
CO LST 912
CO LST 700
CO LST 126
CO LST 1017

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By: NDC NARA Date: Dec 31, 2012

U. S. S. LST 912
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

LST912/A9/kdw
Serial 1014

CONFIDENTIAL

17 January 1945

From: Commanding Officer.
To: Commander in Chief United States Fleet.
Via: (1) CTU 79.14.7 (Commander, LST Group TWENTY-FOUR)
(2) Commander Task Unit 78.5.5.
(Commander, LST Flotilla EIGHT)
(3) Commander, Task Group 78.5.
(Commander, Amphibious Group 8, SEVENTH Fleet)
(4) Commander, Task Force 78.
(Commander, SEVENTH Amphibious Force)
(5) Commander, SEVENTH Fleet.

Subject: Action Report - Lingayen Gulf to Leyte Island,
Philippine Islands.

References: (a) Art. 374 (6), U.S. Navy Regulations 1920.
(b) Com7thPhib confidential letter, serial 0212,
dated 17 February, 1944.
(c) Com7thPhib confidential letter, serial 2565,
dated 18 October, 1944.

PART I

Underway in accordance with flaghoist orders of
CTU 79.14.7 at 1710, 12 January, 1945 for the return trip from
Lingayen Gulf to Leyte Island. Convoy made up of LST's, LSM's
and a few miscellaneous ships and was part of the San Fabian
Attack Force.

PART II

Several submarine contacts were made which later
proved false and no air attacks were sustained.

PART III

Personnel performed in the usual manner with little
apparent results of action undergone in participation as part of
the San Fabian Attack Force.

No casualties were received except those reported
in the Action Report of 12 January 1945.

L. R. White
L. R. WHITE

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LST700/A-9-8
Serial 209

USS LST 700
FLEET POST OFFICE
SAN FRANCISCO, CALIF.

~~TOP SECRET~~
CONFIDENTIAL

19 January 1945

From: Commanding Officer.
To: Commander-in-Chief, United States Fleet.

Via: Commander Task Unit 78.5.5
Commander Task Group 78.5
Commander Task Force 78
Commander Seventh Fleet.

Subject: Action Report.

Reference: (a) U.S. Navy Regulations Article 712
(b) Commander Seventh Amphibious Forces.
directive serial #0212 dated 17 Feb. 1944.

Enclosure: (A) Ltr. LST 700 to Chief of Bureau of Medicine
dated 14 Jan. 1945 p. 7
(B) Ltr. LST 700 to Chief of Bureau of Medicine
dated 15 Jan. 1945 - p. 9
(C) Photographs taken 15 Jan. 1945 showing hull damage. - p. 10

1. At 0810, 13 January 1945, a Japanese fighter plane identified as "Zero" crashed into the weather deck starboard side, aft of amid ships causing severe and extensive damage, including the flooding of main and auxiliary engine rooms. The plane carried bomb or bombs and attack was suicidal.

2. Pursuant to Commander Luzon Attack Force Operation Plan "Musketeer Mike 1" serial 000140, # 17-44, dated 20 November 1944; Pursuant to Commander Task Force Seventy-Eight Operation Plan 103-44, serial 00015, dated 3 December 1944; and pursuant to Commander Task Group Seventy-Eight point Five Attack Order # 2-44, serial 0052, dated 11 December 1944, the U.S.S. LST 700 put into Lingayen Gulf, Luzon Island, P.I. on January 9 1945 and completed unloading on 10 January 1945. At 1845, 12 January 1945, we rendezvoused with return echelon enroute to Leyte Island, P.I. at point "C" Lingayen Gulf, Luzon Island, P.I. in convoy as follows:

LST 227	DD 520 (OTC)	LST 468
LST 700	APA 168 (Sopa)	LST 459
LST 911	LST 41	LST 125
LST 268	LST 478	
	LST 482	
	LST 570	

screened by another DD, DMSs and YMSs; OTC was Commander Destroyer Division 98.

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LST700/A-9-8
Serial 209

USS LST 700
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SAN FRANCISCO, CALIF.

19 January 1945.

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3. At 0815, 12 January 1945 at lat. 16° 45' N, long. 119° 58' E on course 297° true, speed 7 knots, seven Japanese fighter planes type "Zero" attacked the convoy. The attack was surprise, flash condition then being white, control green. Sky was overcast, visibility good. Sea was choppy.

4. First plane flew low over LST 700, loosed bomb at APA 168, missed, then attempted to crash APA, missed and dove into sea. Ship went to general quarters and convoy scattered. Second plane circled convoy but remained beyond range of AA for awhile, then dove at port side of LST 700, angle 45°. Ship changed course sharply to starboard, all after guns opened fire. Intensity of fire caused plane to bank off to its port. Plane circled and dove at port bow of LST 268, then 600 yds. dead astern of us. AA fire from LST 268 and LST 700 literally cut plane to ribbons. It crashed just short of port bow of LST 268. Four U.S. Navy fighter planes appeared. Third Jap plane dove at APA and was driven off. It circled to port of convoy and then dove at LST 700 and was driven off. Navy fighters circled to close this plane but he was too fast. He circled again and dove at LST 700. Ship turned sharply to present stern to attacking plane. All after guns opened fire and several hits were observed. The plane banked to its port. A U.S. Navy fighter got on his tail and put several bursts into him. The Jap plane went into a spin, apparently out of control. 50 ft. above the water he pulled out and dove toward port side of LST 700. Our port guns opened fire and several hits were observed. The Jap banked to his left and dove at YMS just ahead of him, missed and crashed into the sea. I was unable to follow movements of the other Jap planes. Deck of ship was covered with shrapnel identified as fragments from 20mm, 40mm, 3'50 cal. and 5'38 cal. shells. Six men of ship's company were injured by fragments. (See enclosures A and B). Attack broke off at 1015. Ammunition expended was as follows: 720 rounds of 40mm, 1413 rounds of 20mm. Damage to ship consisted of several small shrapnel holes on bridge.

5. At 0800, 13 January 1945, flash condition red, control green was received from OTC, and ship went to general quarters. Position of convoy at that time was lat. 14° 03.5' N, long. 119° 25' E on course 170° true, speed 8 knots. Fifteen to twenty U.S. Navy and U.S. Army fighters were overhead. Sky was clear, sun was strong. At 0810, one Japanese fighter plane type "Zero" was observed at 095° true, elevation 45°, approximately 1500 yds. distance. The plane was in a dive coming fast towards the port side of this ship, apparently towards the bridge. As the plane closed, two 20mm and one 40mm on the port side opened fire. Several hits were observed on the plane. Sixty rounds of 20mm and five rounds of 40mm were expended. Plane flew low over port side and crashed into weather deck 10 ft. inboard of starboard side, between frame #27 and #28. Ship lost headway immediately. Auxiliary and main engine rooms were flooded. Signal was sent to LST 268 to take us under tow. LST 911 stood by. Two of the crew were observed in water and were picked up by an SC. OTC dispatched two DMSs to screen us. Ship started to list to starboard and steadied when list approximated 15 degrees. YMS 47 came close to render assistance. Hercules pump was immediately started. Fire broke out below but was quickly extinguished.

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Serial 209

USS LST 700
FLEET POST OFFICE
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19 January 1945

6. At 0915 LST 268 took us under tow; at 0930 tow parted; at 1045 under tow again and making 8 knots to rejoin convoy; at 1220 tow parted; at 1340 under tow and under way; and rejoined convoy making good 8.5 knots. Received orders from OTC to put into Mangarin Bay, Mindoro Island, P.I. for emergency repairs and hospitalization of casualties. At 0715 cast loose from LST 268. At 0725 taken under tow by AT 104 and proceeded to Mangarin Bay, Mindoro Island, P.I. Reported to CTU 78.3.19 (Sopa) and was advised that there are no facilities for repairs or tow. Three casualties were transferred to hospital (See enclosures A and B). At 1858 tied up alongside U.S.S. Monadnock (CM 9).

7. DAMAGE REPORT: Hole on weather deck from 12ft. inboard to starboard side, and going aft 18 ft. starting 81 inches forward of frame # 28. Hole in starboard hull frame # 28 going aft 10 ft., and from weather deck down 6 ft. Hole in starboard hull at frame # 31 5 ft. wide and extending from $4\frac{1}{2}$ ft. above waterline to an undetermined depth below. Bomb exploded in compartment B 301 A. Outboard bulkhead of compartment B 201 L blown outboard and compartment was set afire; bulkhead between B 201 L and A 215 L ruptured; deck of compartment 201 L ruptured; inboard bulkhead of auxiliary engine room escape shaft ruptured; small holes in bulkhead of compartment A 315 A and compartment was afire; compartment B 301 A completely blown out; seam of outboard bulkhead of compartment B 303 opened. All tanks forward of frame # 22 are intact. Ballast tanks A 419 F, A 423 F and B 405 W, were empty previous to explosion but filled and attempts to empty them have proved futile. Tanks B 405 W and B 409 W completely demolished, Tanks B 404 W and C 412 W contained fresh water which turned salty indicating ruptured seams. Starboard shaft alley compartment C 405 ET which flooded, was pumped and now is dry. Port shaft alley compartments C 406 ET and C 414 E which flooded and were pumped out, are now dry. Tank A 417 W which contained ballast, was pumped and now is dry. Main and auxiliary engine rooms flooded to overhead. There is 9ft. of water in escape shafts to auxiliary and main engine rooms. Degaussing coil on starboard side broken. Master gyro slightly damaged. Sanitary and fire systems are intact, Hercules pump is in operation and pressure is maintained. One 20mm gun and mount was destroyed. Two 20mm ready boxes and one life raft was carried over the side. All fresh water is contaminated.

8. Johnson pumps and handy billies could not be started. While alongside U.S.S. Monadnock obtained electric power to use submersible pumps and put galley range in operation. Obtained fresh water from U.S.S. Monadnock and U.S.S. LST 708. The U.S.S. Monadnock is to be commended for its assistance and co-operation.

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CONFIDENTIAL

19 January 1945

9. Hercules pump proved very effective. Suggest that an electric generator be installed with Hercules pump to furnish electric power when auxiliary engines are rendered inoperative. Electric submersible pump most effective. It is recommended that each main engine be provided a separate room.

10. The Officers and crew are to be commended for their splendid and courageous conduct during the attacks and after the ship was damaged.

J. Buchbinder
J. Buchbinder

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USS LST 700
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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14 January, 1945

From: The Commanding Officer
To: The Chief of the Bureau of Medicine and Surgery
Subject: Report of Casualties
Reference: (a) Paragraph 3518, ManMedDept

1. In accordance with reference (a), the following information is submitted herewith:

Date: 12 January, 1945
Place: Lingayen Gulf, Philippine Islands
Nature and Cause of Accident: 20 mm. shell
bursting on deck while in action
against an organized enemy.

- (A) BIALK, Robert Lee Radarman 3c USNR
943-06-08
#2584 KL "K" Wounds, fragment, (shell) lower legs
Prognosis: Favorable
Disposition: Transferred to U.S. Army Field Hospital,
#2, Mindoro, Philippine Islands
- (B) JONES, Wilson (n) Seaman 1c USNR
862-20-21
#2584 KL "K" Wounds, fragment (shell) legs
Prognosis: Favorable
Disposition: Transferred to U.S. Army Field Hospital
#2, Mindoro, Philippine Islands
- (C) STEWART, Wendell Eugene Fireman 1c USNR
859-61-81
#2584 KL "K" Wounds, fragment (shell) legs
Prognosis: Favorable
Disposition: Transferred to U.S. Army Field Hospital
#2, Mindoro, Philippine Islands

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Enclosure A

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By: NDC NARA Date: Dec 31, 2012

USS LST 700
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SAN FRANCISCO, CALIFORNIA

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(page 2)

- (D) SPENCER, Joe Henry Radioman 2c USNR
636-48-44
#2584 KL "K" Wounds, fragment (shell) legs
Prognosis: Favorable
Disposition: Retained on board
- (E) GUERTIN, Herbert Elie Quartermaster 3c (T) USNR
573-31-43
#2584 KL "K" Wound, fragment (shell) left knee
Prognosis: Favorable
Disposition: Retained on board
- (F) TARTAKOVSKY, Morton (n) Seaman 2c USN
225-33-69
#2504 KL "K" Wounds, fragment (shell) legs
Prognosis: Favorable
Disposition: Retained on board

J. Buchbinder
Lieut. USNR
Commanding

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

USS IST 700
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

15 January, 1944

From: The Commanding Officer
To: The Chief of the Bureau of Medicine and Surgery
Subject: Report of Casualties
Reference: Paragraph 3518, ManMedDept

1. In accordance with reference (a), the following information is submitted herewith:

Date: 13 January, 1945
Place: Lat. 14-03.5 N., Long. 119-25 E.,
South China Sea
Nature and Cause of Accident: Enemy plane diving and exploding on ship.

- (A) LEDERER, Erwin August MoMM 2c USNR
805-87-12
#2563 KL "K" Wounds, lacerated, face and finger
Prognosis: Favorable
Disposition: Retained on board.
- (B) PELHAM, Joe "B", Jr. MoMM 1c USNR
266-03-44
#2550 KL "K" Sprain, joint, right radial-navicular
Prognosis: Favorable
Disposition: Retained on board.
- (C) COLLINS, Albert Francis MoEM 2c USNR
802-01-36
Missing in Action
- (D) HUTHMACHER, Herman Fred WT 2c USNR
940-85-67
Missing in Action

J. Buchbinder
Lieut. USNR
Commanding

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Enclosure B

9

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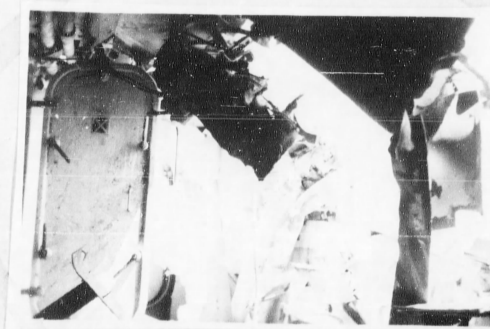
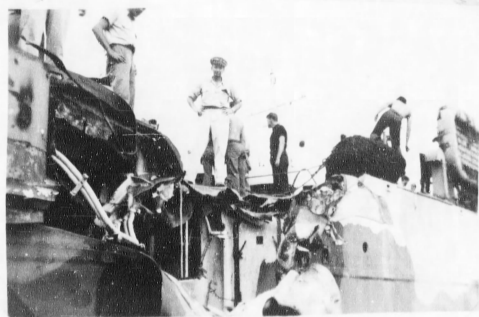
Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

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USS LST 700
FLEET POST OFFICE
SAN FRANCISCO, CALIF.

PHOTOGRAPHS TAKEN 15 JANUARY 1945



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Enclosure c

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By: NDC NARA Date: Dec 31, 2012

IST555/A4-3

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U.S.S. IST 555
% Fleet Post Office
San Francisco, Calif.
15 January 1945

From: Communications Officer.
To: Commander-in-Chief, United States Navy.
Via: (1) Commanding Officer.
(2) Commander TASK UNIT 78.5.5.
(3) Commander TASK GROUP 78.5.
(4) Commander TASK FORCE 78.
(5) Supreme Commander Allied Forces South West Pacific.
(6) Commander-in-Chief Pacific Fleet.

Subject: Action Report for period from January 7th through January 12th.

Enclosures: (A) Report of Anti-aircraft action. - p.14
(B) Report of casualties brought aboard from beach. - p.20

Part 1.

1. GENERAL NARRATIVE OF THE ACTION.

The tremendous striking power of our invasion Task Force was at all times apparent during this operation. Numerous carrier based planes formed an effective wall of air defense. The Japs had to content themselves with sneak raids usually by one or two planes. Their suicide diving was effectively used. They definitely whittled down some of our striking power through the use of midget subs, torpedo attacks and the nuisance value of numerous mines. Resistance, however, seemed effectively overpowered and was much lighter than might have been expected in an invasion on this large a scale.

2. PRELIMINARIES.

We left Sansapor, New Guinea at 1630 I, 30 December 1944 in accordance with orders of Task Group 78.5. We were in Task Unit 78.5.5. IST 614 was formation guide, our position being third ship in the first column astern IST 582. We were carrying 17 Army Officers and two Naval Wave Guide Officers in addition to 432 Army enlisted personnel and 18 Seabees. The Army personnel were from, Headquarters Company 1st Bn., 1st Inf., 198 AA Bn., 1st F.A. Btry A, 294 Port Company, 727 ATB Co. "B", 244 Port Company, Co."D" 1st Inf., 48 Ordnance, 706 Ordnance, 543 EB & SR, 6th Signal Co., 6th Engineers, Co."C" 1st Infantry. Our combat load consisted of, 250 tons of bulk cargo (Ammunition, gasoline & rations), 2-mobile 40MM, 2-M-51 mobile, 2- 3/4 ton trucks, 1-1 ton trailer, 1- 1/2 ton trailer, 1-generator, 4- 2 1/2 ton trucks, 1-4 ton wrecker, 1-water trailer, 1-D-6 tractor, 1-TD 14 tractor, 1-Buckeye Crane, 1-D-7 tractor, 1-D-8 tractor, 1-1 1/2 ton truck, 12-LVTs. We arrived off Blue Beach, Luzon Island, Philippines, in the early morning of 9 January on S day. Our ship was designated as a hospital ship and Surgical Team #23 was aboard with a group of Pharmacists Mates. We were to beach and pick up casualties. The ISTs and transports lay to in the center of Lingayen Gulf while the destroyers, cruisers and battleships blasted away at the beach defenses. Do to this the Japs seemed to have very few defenses and more natives seemed to be injured than Japs. Wind and sea conditions were much more favorable than might have been expected. The weather was clear. Times and directions of all incidents which happened in this operation are given

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are for item time zones and bearings are true.

Part 2.

CHRONOLOGICAL ACCOUNT OF ACTION.

1. 31 December. Had daily firing practice for three days.
2. 5 January. Had daily G.Q. from 11 minutes before sunset until an hour after every day.
3. 6 January. Had first of many G.Q's due to enemy aircraft in the vicinity.
4. 7 January. At 2306 we were steaming on course 350 T and a Jap destroyer exploded and sunk after a heavy concentration of fire was observed off our starboard bow.
5. 8 January. Our Task Group was harassed continually on the morning of the 8th by Jap planes. LST 912 was hit by a Jap suicide dive bomber but sustained somewhat minor damage in the hours before dawn. This ship was 2 columns away on our starboard side. We made the best possible use of a smoke screen but the Jap planes could not be entirely disposed of. Our guns fired at 0756 on a Jap plane coming from 113 true bearing and heading away toward 293 at an altitude of approximately 7000 feet. A little later that morning a Jap plane scored a hit on a transport up ahead. We were undecided whether it was the Callaway or the Barnstable.
6. 9 January. The actual invasion met with little opposition and Jap planes were hard to find. We beached on Blue Beach #1 on Luzon at 1202. At 1305 two Jap Zeros came over from 140 at terrific speed and dived down like bullets at some of our larger ships. The Callaway was said to have been hit. Our guns fired but the planes were going away too fast. Then, at 1905, another Jap bomber came over heading in a direction of 130. Our 40MM's opened up and smoke was seen to be trailing from the plane. Army personnel on the beach said that our 40MM-6 hit this plane as we were the only ship firing at the time and they said that the plane crashed several miles inland. We retracted from the beach at 2336.
7. 10 January. Got underway to form formation to go to Leyte at 1816. Saw firing ahead and an explosion at about 2030. We later learned that one of our destroyers had been sunk and at 2047 we stopped all engines and turned on running lights to try to help pick up survivors.
8. 12 January. 0849-Had last G.Q. due to enemy planes on trip to Leyte.

Part 3.

A report on the performance of our ordnance material and equipment is shown in Enclosure (A). Our ship's AA fire seemed to, on the whole, keep the Japs up so high that they were out of effective range. Our shooting, however, seemed somewhat wild. Most of the ships were firing at planes way out of range and were not leading the target as they should have.

Part 4. We suffered no battle damage or casualties.

As to enemy battle damage, we saw some half a dozen planes lost and the explosion of the destroyer.

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Part 5. Communications were entirely satisfactory. Radar was invaluable in smoke screens. Our own smoke screens did not seem to be too good a defense against Jap suicide dives. Aircraft recognition seemed much better. The Japs seem no longer able to match us blow for blow and had to content themselves with sneak attacks, of all kinds, including midget subs, torpedo boats, lone swimmers etc.

Part 6. Personnel performance left nothing to be desired. The lookouts were especially on their toes, recognition was good and the gunners refrained from firing at hopeless targets. No casualties were suffered by the crew. A report of casualties treated aboard is included in Enclosure "(B)".

J.L. Williams
J.L. WILLIAMS

FIRST ENDORSEMENT

U.S.S. LST 555
% Fleet Post Office
San Francisco, Calif.
9 January 1945

From: Commanding Officer.
To: Commander-in-Chief, United States Navy.
Via: Commander TASK UNIT 78.5.5.
Commander TASK GROUP 78.5.
Commander TASK FORCE 78.
Supreme Commander Allied Forces South West Pacific.
Commander-in-Chief Pacific Fleet.

1. Action Report forwarded approved.

J.I. Mooney
J.I. MOONEY

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ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship..... At S a U.S.S. LST 555
Date 8 January 1945 194...

NOTES

- (a) Repel Attack First- Then collect data for this report!
- (b) Do not "gun deck" this report- if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (yes or no) No
2. Method picking plane up (Radar, binoculars, naked eye)..... Radar
(If Radar state type of set)
(a) Lookout(s) or special equipment detector operator(s):
..... None
(Name) (Rate) (Service No.)
made initial contact by Sight
(sound) (radar) (SLED) (RAD) (Sight)
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles)..
10 miles
4. Number of planes One
5. Type of plane (Fighter, scout, dive-bomber)..... Type of attack, Dive
.....
6. Speed & altitude (High and fast, intermediate and fast, low and fast,
high and slow, intermediate and slow, low and slow) Intermediate
and Fast
7. Guns firing Port & Stbd Size 20&20MM Number 6
8. Ammunition expended 45-40MM 80-20MM
9. Percent service allowance expended 33% 40MM 22% 20MM
10. Approximate time tracking to first shot 15seconds
11. Approximate time of first hits No Hits
12. Approximate time first shot to last shot 45 seconds
13. Approximate position angle open fire 20 degrees
14. Approximate position cease fire 35 degrees
15. Approximate bearing first shot 113 degrees
16. Approximate bearing last shot 293 degrees
17. Approximate range first shot 1500 yards
18. Approximate range last shot 1800 yards

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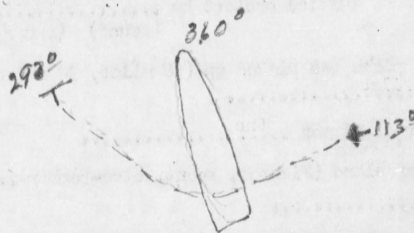
19. Approximate altitude of bomb release...None..... Type bomb.....
20. Approximate range torpedo release...None.....Size of torpedo.....
21. Hits on ship...None.....Was ship strafed...No.....Size gun.....
22. Number near bomb misses...None.....Casualties from near misses...None.....
23. Planes shot down-sure...None.....Possible...None.....Damage.....

By what size gun.....

24. Details of damage to target by gunfire if available...No Hits made
on target
.....
.....
.....
25. Performance of ammunition (Excellent, good, bad, poor)...excellent
.....
26. Pattern sizes(Large, small,excessive)...excessive
.....

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



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By: NDC NARA Date: Dec 31, 2012

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ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Blue Beach #1, Luzon Is, P.I. U.S.S. IST 555
Date 9 January 1945

NOTES

- (a) Repel Attack First- Then collect data for this report!
- (b) Do not "gun deck" this report- if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (yes or no) Yes
2. Method picking plane up (Radar, binoculars, naked eye) Naked eye
(If Radar state type of set)
(a) Lookout(s) or special equipment detector operator(s):
RICHARD L.W. Lieut. 262910
(Name) (Rate) (Service No.)
made initial contact by Sight
(sound) (radar) (SMD) (RAD) (Sight)
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles)..
Less than 5 miles
4. Number of planes Two *
5. Type of plane (Fighter, scout, dive-bomber) Type of attack,....
Sneak
6. Speed & altitude (High and fast, intermediate and fast, low and fast,
high and slow, intermediate and slow, low and slow) Low & fast
7. Guns firing Starboard Size 40 & 20MM Number 10
8. Ammunition expended 65 rds 40MM 110 rds 20MM
9. Percent service allowance expended 3% 20MM 48% 40MM
10. Approximate time tracking to first shot 30 seconds
11. Approximate time of first hits No Hits
12. Approximate time first shot to last shot 60 seconds
13. Approximate position angle open fire 15 degrees
14. Approximate position cease fire 40 degrees
15. Approximate bearing first shot 150 degrees
16. Approximate bearing last shot 170 degrees
17. Approximate range first shot 1500 yards
18. Approximate range last shot 2500 yards

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By: NDC NARA Date: Dec 31, 2012

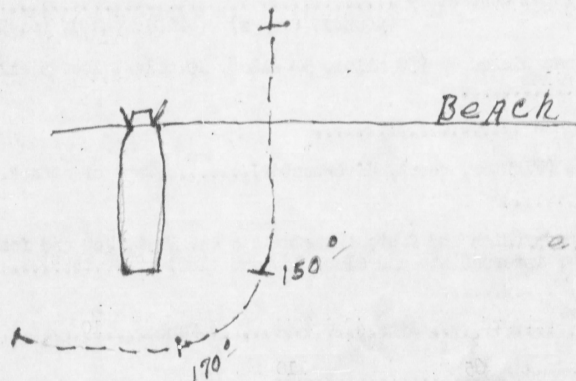
19. Approximate altitude of bomb release.....None..... Type bomb.....
20. Approximate range torpedo released.....None..... Size of torpedo.....
21. Hits on ship.....None..... Was ship strafed.....No..... Size gun.....
22. Number near bomb misses.....None..... Casualties from near misses.....None.....
23. Planes shot down-sure.....None..... Possible.....None..... Damage.....None.....

By what size gun.....

24. Details of damage to target by gunfire if available.....None.....
.....
.....
.....
25. Performance of ammunition (Excellent, good, bad, poor).....excellent.....
26. Pattern sizes(Large, small, excessive).....Large.....

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



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ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship Blue Beach #1 Luzon, Is., P.I. U.S.S. LST 555

Date 9 January 1945 194...

NOTES

- (a) Repel Attack First- Then collect data for this report.
- (b) Do not "gun deck" this report- if data cannot be estimated with reasonable accuracy enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data is of doubtful accuracy fill in with general terms. The obtaining of this information must not be allowed in any way to adversely affect the handling of equipment during action.

1. Surprise attack (yes or no) No
2. Method picking plane up (Radar, binoculars, naked eye)..... Radar
(If Radar state type of set)
 - (a) Lookout(s) or special equipment detector operator(s):
None
(Name) (Date) (Service No.)
made initial contact by Sight
(sound) (radar) (SMD) (RAD) (Sight)
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles)..
10 Miles
4. Number of planes One
5. Type of plane (Fighter, scout, dive-bomber)..... Type of attack Dive
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and fast
7. Guns firing Port Size 40&20MM Number 8
8. Ammunition expended... 138 rds. 40MM 130 rds 20MM
9. Percent service allowance expended... 2 1/2% 20MM 1.9% 40MM
10. Approximate time tracking to first shot... 20 seconds
11. Approximate time of first hits 2 5 seconds
12. Approximate time first shot to last shot... 60 seconds
13. Approximate position angle open fire... 20 degrees
14. Approximate position cease fire... 45 degrees
15. Approximate bearing first shot... 300 degrees
16. Approximate bearing last shot... 355 degrees
17. Approximate range first shot... 1000 yards
18. Approximate range last shot... 2500 yards

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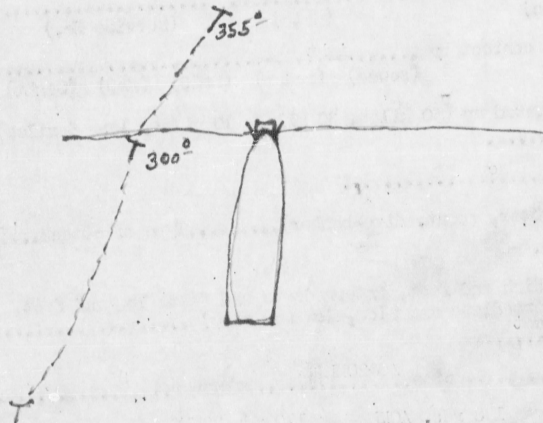
Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

19. Approximate altitude of bomb release.....None.....Type bomb.....None.....
20. Approximate range torpedo release.....None.....Size of torpedo.....
21. Hits on ship.....None.....Was ship strafed.....No.....Size gun.....
22. Number near bomb misses.....None.....Casualties from near misses.....None.....
23. Planes shot down-sure.....None.....Possible.....One.....Damage.....Hard hit and smoking
By what size gun.....40MM.....
24. Details of damage to target by gunfire if available.....Not available except
shore forces said plane fell beyond beach as result of this ship's fire
.....
.....
25. Performance of ammunition (Excellent, good, bad, poor).....Excellent.....
26. Pattern sizes(Large, small,excessive).....Excessive.....

SKETCH

- (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.



4 03415

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By: NDC NARA Date: Dec 31, 2012

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15 January 1945

From: The Medical Officer.
To: The Commanding Officer.

Subj: Casualty Report-total casualties aboard this date.

U.S. ARMY

Ambulatory	4
Litter	1
Serious	9
Total	5

One patient (Army) died and was released to the Beachmaster, Blue Beach # 1, Lingyan Gulf, Luzon, P.I. 1-9-45.

U.S. NAVY (attached to the U.S. ARMY)

Ambulatory	1
Litter	0
Serious	0
Total	1

Total casualties aboard this date 6

H.A.R. Shanor
H.A.R. SHANOR
Lt. Comdr. MC USNR

4 03415

(11)

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

FE25/A16-3

Serial: 058

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

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

I 501
16 MAR 1944

FIRST ENDORSEMENT to:
LST Flot 8, Conf. Ltr.
A16-3, Ser. 09, dated
10 February 1945

From: Commander Amphibious Group EIGHT, SEVENTH Fleet.
(Commander, Task Group 78.5)
To: The Commander in Chief, United States Fleet.
Via: (1) Commander Task Force 78.
(Commander SEVENTH Amphibious Attack Force) 17
(2) Commander SEVENTH Fleet.
Subject: Action Report - Luzon Operation - San Fabian Attack Force.

1. Forwarded. All LSTs performed their assigned missions in a creditable manner.

2. By copy of this endorsement, the Commanding Officer, LST 912 is directed to make appropriate entries in the Fitness Reports and Service Records of the officers and men commended in Part VI of his report.

W. M. Fechteler

W. M. FECHTELER

cc: C.O., LST ~~912~~ FLAT 8

no
4 03415

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DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

File FE25/A16-3
Serial: 0827

SEVENTH AMPHIBIOUS FORCE
U.S. Fleet Post Office
San Francisco, Calif.

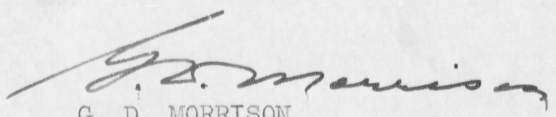
1 APR 1945

CONFIDENTIAL

SECOND ENDORSEMENT on:
ComLSTFlot 8 conf. ltr.,
serial 09 of 10 February
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 - LUZON Operation - SAN FABIAN
Attack Force.

1. Forwarded.


G. D. MORRISON,
Assistant Chief of Staff,
Operations.

4 03415

22

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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

UNITED STATES FLEET
COMMANDER SEVENTH FLEET

A16-3(F-3-4/jk)

Serial: 01557

244
Reg. No. 3639
R. S. No. 4 03415

CONFIDENTIAL

THIRD ENDORSEMENT on:
ComLSTFlot 8 conf. ltr.,
serial 09 of 10 February
1945.

16 APR 1945

From: Commander Seventh Fleet.
To: Commander in Chief, United States Fleet.

Subject: Action Report - LUZON Operation - SAN
FABIAN Attack Force.

1. Forwarded.
2. The performance of the LST's of Task
Unit 78.5.5 was highly satisfactory.

T. C. Kinkaid

T. C. KINKAID

Copy to:
Com7thPhibFor
ComPhibGrp 8
ComLST Flot 8