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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LST583/A16
Serial: 04

U.S.S. LST 583
FLEET POST OFFICE
SAN FRANCISCO, CALIF.

No.	2150
R. S. No.	

18 January 1945.

CONFIDENTIAL

From: The Commanding Officer.
To: Commander in Chief, U.S. Fleet.

2 0165

Subject: Action Reports - submission of.

Reference: (a) CominCh Restr. ltr. serial 7152 of 29 October 1943.
(b) Com7thPhib conf. ltr. serial 0212 of 17 February 1944.
(c) ComAdCom7thPhib restr. ltr. FE25/A16-3, serial 2823
of 21 November 1944.

Enclosure: (A) Subject reports. - p.2

1. In compliance with reference (a), enclosure (A) is forwarded
herewith.

2. Subject reports concern action with Echelon G-3 (T.G. 78.9)
of Central Philippine Attack Force, Task Force 78, S plus 4, Leyte Gulf
(San Pedro Bay) to Lingayen Gulf, Luzon, P.I. 9 January 1945 to 19 January
1945.

P.E. ACKER.

Copies to:

CominCh PacFlt
Com7thFlt.
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ACTION REPORT OF U.S.S. LST 583

At 0050, 9 January 1945, the U.S.S. LST 583 was operating with LST groups 26, 29, 32, and 38 under Captain Richard Webb, USN, in LST 617. This unit was a part of Echelon G-3, T.G. 78.9 and was to join the main body of the convoy outside of Leyte Gulf at 0600, 9 January 1945 under Captain L.J. Manees, USN, Commander Echelon G-3 in LST 574 who was Officer-In-Tactical Command of the convoy.

The purpose of this task unit was to land reenforcements and supplies required of military and naval forces on White Beach, Lingayen Gulf, Luzone, P.I. on S plus 4 in support of allied troops.

This task force comprised of approximately fifty-nine (59) LST's, twenty-two (22) XAK's, properly screened by about eight (8) DD's and DE's proceeded to carry out its mission and was unmolested by the enemy until about 1830, 12 January. At this time the convoy was steaming on course 008 degrees true at a speed of approximately eight (8) knots in the South China Sea west of the island of Luzon.

At the above stated time four (4) enemy planes were sighted bearing down on the convoy. Two planes attacked from the aft starboard flank of the convoy. The two planes on the inboard side of each pair turned to the center of the convoy changing their heading to approximately 188 degrees true and dove at two cargo ships. These two planes missed their targets and plunged into the sea. Neither was aflame. In both instances the planes exploded upon hitting the water which appeared to be caused by bombs carried by the planes.

The two planes on the outside of each pair circled outboard to right and left respectively and appeared to maneuver for a dive on the cargo ships. One plane was shot down by a DD and burst into flames. The other plane made a complete circle and crash dived a Liberty ship hitting amidships just forward of the bridge and burst into flames. Although several ships were firing on this plane it remained on its course without any apparent loss of control.

The Liberty ship that was crash dived appeared to be on fire for approximately twenty (20) minutes, after which time the flames seemed to be under control. She maintained her course and speed with the convoy. It was later determined that this ship suffered four (4) casualties. Among the casualties was a medical officer.

Although there were several more air-raid alarms the task group arrived off the landing beaches in Lingayen Gulf, Luzon, P.I. at approximately 1100, 13 January without further incident.

This ship was originally scheduled to beach at Blue Beach but additional orders changed this to White Beach. In compliance this ship beached at White Beach at approximately 1930, 13 January on a heading of 117 degrees true, at full speed with all ballast tanks empty. This was 1 3/4 hours before high tide.

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ACTION REPORT OF U.S.S. LST 583 (Cont'd.)

A dry ramp resulted. The stern anchor was not dropped but was kedged later. It was never necessary to use the engines to stay on the beach. Unloading of cargo started approximately 0700, 14 January and was completed at 1715 on the same day at which time this ship retracted from the beach and proceeded to rendezvous with LST's 617, 908, 745, 473, 922, 686, 605, 622, 24, 636, 775, 707, 34, 916, 923, 669, under the command of Captain L.J. Manees, USN, Commander Echelon G-3, T.G. 78.9 in LST 574 for the return trip to Leyte, Philippine Islands.

Although there were several air-raid alarms the return trip to Leyte was without incident. Friendly air protection was in evidence during entire trip.

Enroute to Luzon this ship occupied position XL2 and on the return trip to Leyte was in position 44.

All our ordnance equipment was and is in good operating condition. There were no material failures and not casualties. This ship expended 120 rounds of 40 MM and 342 rounds of 20 MM ammunition.

It is suggested some improvement be made in communications in regards to informing all ships of the convoy concerning course changes, speed-ups, and slow-downs. Although the dissemination of this information was ably handled enroute to Lingayen Gulf during the return trip several changes in course and speed were made without notice of any kind.

P.E. Ackers

P.E. ACKER,
Lt. (D), USNR.
Commanding Officer.

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ACTION REPORT OF U.S.S. LST 583 (Cont'd.)

The following cargo and army personnel was aboard for transportation from
Leyte, P.I. to Lingayen Gulf, Luzon, P.I.

- (a) Army units aboard:
 - Army Service Command.
 - Base "M" Detachment 229th.
 - 276th Signal Heavy Construction Company.
 - Photo Equipment Repair Section, Signal O, GHQ.
- (b) Number of enlisted passengers: 286.
- (c) Number of officer passengers: 39.
- (d) Total Troops: 325.
- (e) Number of vehicles: 73.
- (f) Tons of bulk cargo: 182.3.
- (g) Tons of mobile cargo: 504.6.