

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

Al6-3
Serial #043

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U.S.S. LST #743
% Fleet Post Office
San Francisco, Calif.

Reg. No. 106

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CONFIDENTIAL

7 May 1945

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From: The Commanding Officer, U.S.S. LST #743.
To: Commander-in-Chief, U.S. Fleet.
Via: (1) Commander Task Unit 78.1.12.
(Commander LST Flotilla SEVEN).
(2) Commander Task Unit 78.1.1.
(Commander LST Flotilla SEVEN).
(3) Commander Task Group 78.1.
(Commander Amphibious Group SIX).
(4) Commander Task Force 78.
(Commander SEVENTH Amphibious Force).
(5) Commander SEVENTH Fleet.

Subj: Action Report, U.S.S. LST #743 - TARAKAN, BORNEO,
Operation, 1 May 1945.

Ref: (a) Article 874(6), U.S. Navy Regulations, 1920.
(b) Com7thPhib conf. ltr, serial 0563 of 10 March 1945.

1. On 27 March 1945 we were ordered to Manus Island, Admiralty Islands to be outfitted to carry pontoon causeways. Two ninety-foot causeways were placed on the ship and we left Manus Island on 11 April 1945 enroute to Morotai Island, N.E.I. We arrived Morotai on 19 April 1945 after having stopped at Hollandia and Biak enroute. We were immediately ordered to beach on Pitau beach in slot #5. We beached at 0910, 19 April 1945 and commenced unloading the cargo we had brought from Manus and Hollandia.

2. We started loading our combat load at 1700, 20 April 1945. The load consisted of 144 tons of bulk cargo, 63 vehicles and 325 troops. We completed loading of the ship at 1200, 21 April 1945. At 1515, 21 April 1945 we retracted from the beach and proceeded to the LST anchorage. At 0550 on 24 April we got underway to participate in the rehearsal for the coming operation. We anchored in our assigned anchorage and despatched our two LCVs to participate. That afternoon we returned to anchorage. On 26 April we changed anchorages to facilitate the forming up of the Task Unit. At 1715, 27 April we got underway to form up in the Task Unit 78.1; our position being 1-32. Good weather was had for the duration of the approach to the objective. On 29 April we participated in a rehearsal of the approach formation. At 1708, 30 April we formed up in the approach formation for the operation. We had very low visibility and rain storms during the night of 30 April and the early morning of 1 May which made station keeping rather difficult. At 0511, 1 May we went to general quarters. At 0549 we anchored in our assigned anchorage and prepared to launch the causeways. At 0700 the causeways

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

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were launched simultaneously. The portside causeway had to be manhandled over to the starboard side as we had no small boat to assist. At 0859 the causeway was ready to go into the beach. At 0901 we got underway to beach at slot #5 on Yellow Beach. At 0931 we were on the beach having beached at standard speed (260 R.P.M.). We crashed through several underwater projections consisting of iron rails stuck in the bottom at approximately ninety degrees. There was no apparent damage to the hull and there was no way of telling that we had crashed through them. We had no feeling of hitting the beach; our first indication was when the pontoon causeway on the starboard side slowly forged ahead of the ship. Our propellers started churning up mud at least a ship length from the position that we finally stopped. It was found that we were too far up on the beach for the use of the causeway except at an angle. We attempted to pull off the beach a short way to facilitate the use of the causeway but it was to no avail. At 1112 U.S.S. LCI #700 moored along our starboard side to disembark troops. At 1120 we were able to get the troops ashore without the use of the causeway. At 1400 we commenced the unloading of vehicles by means of a mesh roadway laid down by the 2/3 pioneers. At 1500 all vehicles were unloaded and we started on the bulk cargo. Unloading of bulk stores was very slow due to the shortage of trucks. That evening we received orders to have all hands turn to on moving the bulk cargo to the front of the tank deck. On the afternoon two LVTs were assigned to the ship and by 2300 the ship was a hundred percent unloaded. Earlier in the day we had attempted to retract but there was no apparent motion of the ship. On the night of 2 May an artillery shell (77mm) exploded astern of us and the signalman on watch in the conn received a slight skin abrasion on the arm from a piece of shrapnel.

3. No ordnance material was used by us.
4. We sustained no battle damage.
5. The beach had a very gradual gradient and LSTs should not beach at high speeds on this type of beach.

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6. We had one casualty, HYLAND, Michael J., SM2c received a skin abrasion on his right arm from a piece of shrapnel caused by a 77mm projectile exploding astern of us.

F. H. EMERICK

Advance copy to Cominch. ✓

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