

CHAPTER 22

LANDING AND RETRACTING BILL

22-1 GENERAL:-

The Landing and Retracting Bill designates the stations and the personnel assignments when the ship beaches and retracts from the beach. These operations are carried out under Condition I-M.

22-2 CONDITION I-M:-

Condition I-M is set from Condition I, General Quarters. When in Condition I-M, there will be one watch section; all guns and Landing and Retracting stations will be manned in accordance with TABLE 22-1 below:

TABLE 22-1

LANDING AND RETRACTING STATIONS - OFFICERS

DEPARTMENT	STATION	DUTIES
1. Commanding Officer	Bridge or Conn.	Conning & general direction.
2. Executive Officer	Forward	In Charge Doors and Ramp. Damage Control.
3. Gunnery Officer	Bridge	Fire Control.
4. Engineering Officer	Engine Room & Aft	In Charge engine room; stern anchor.

LANDING AND RETRACTING STATIONS - CREW

DIVISION	RATE	STATION	DUTIES
SC	QM1c	Pilot House	Steersman.
S	Y2c	Pilot House	Annunciators.
SC	RM1c	Radio Room	Radio operator.
SC	RT2c	Radio Room	Radio repair.

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22-2 CONDITION I-M:-

TABLE 22-1 (cont'd.)

LANDING AND RETRACTING STATIONS - CREW

DIVISION	RATE	STATION	DUTIES
SC	RdM2c	Radar Room	Radar operator.
SC	RdM3c	Bridge	Telephones & relief operator.
SC	RM2c	Bridge	Telephones & relief operator.
SC	SM2c	Signal Bridge	Visual signals.
SG	SM3c	Bridge	Records signals; relief steersman.
SC	QM3c	Steering Eng. Room	Steering engine.
S	SK1c	Bridge	Telephones & relief annunciators.
<u>GUN CREWS</u>			
D S	BM2c SC1c	Gun No. 1 Gun No. 1	Gunner. Range setter, talker & loader.
D S	Cox StM1c	Gun No. 2 Gun No. 2	Gunner. Range setter, talker & loader.
D S	GM2c StM2c	Gun No. 3 Gun No. 3	Gunner. Range setter, talker & loader.
D S	Sealc SC3c	Gun No. 4 Gun No. 4	Gunner. Range setter, talker & loader.
D E	Sealc Flc	Gun No. 5 Gun No. 5	Gunner. Range setter, talker & loader.
D E	Sealc Flc	Gun No. 6 Gun No. 6	Gunner. Range setter, talker & loader.

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22-2 CONDITION I-M:-

TABLE 22-1 (cont'd.)

LANDING AND RETRACTING STATIONS - CREW

DIVISION	RATE	STATION	DUTIES
<u>ENGINE ROOM</u>			
E	CMoMM	Engine Room	P.O. in charge & starboard throttle.
E	MoMM1c	Engine Room	Port throttle.
E	EM1c	Engine Room	Dist. board & generators.
E	MoMM2c	Engine Room	Ballast pumps.
E	MoMM3c	Engine Room	Telephones.
<u>BOW DOOR & RAMP DETAIL</u> (Forward Repair Party)			
D	CBM	Forward	In charge.
D	Sealc	Forward	Undogging detail.
D	F1c	Forward	Undogging detail.
D	Sea2c	Forward	Emergency block & tackle.
E	MoMM1c	Port Control Room	Ramp controls.
E	MoMM2c	Stbd. Control Room	Bow door controls.
E	EM2c	Port Control Room	Ramp controls.
E	MoMM3c	Windlass Machine Room	Windlass & Capstan.

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22-2 CONDITION I-M:-

TABLE 22-1 (cont'd.)

LANDING AND RETRACTING STATIONS - CREW

DIVISION	RATE	STATION	DUTIES
		<u>BOW DOOR & RAMP DETAIL</u> (Forward Repair Party)	
E	MoMM3c	Forward	Assist as needed.
E	F2c	Stbd. Control Room	Telephones.
SC	RM3c	Port Control Room	Telephones.
		<u>STERN ANCHOR DETAIL</u> (After Repair Party)	
D	BM1c	Aft	In charge
D	Sea2c	Aft	Block & tackle.
D	Sea2c	Aft	Anchor buoy & hose.
D	Sea2c	Aft	Assists as needed.
E	MoMM2c	Aft	Stern anchor engine.
E	F2c	Aft	Brakeman & ass't. operator.
E	EM3c	Aft	Telephones.
E	S2c	Aft	Assists as needed.
		<u>FIRST AID STATION</u>	
S	PhM1c	Battle Dressing.	First aid.

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22-3 BEACHING PLAN:-

Prior to actual beaching, the Commanding Officer should have a Beaching Plan. This plan should include information concerning the following:

- (a) Exact location of the beachhead.
- (b) Exact time of landing.
- (c) Kind of bottom - sandy, muddy, rocky, etc.
- (d) Off shore shoals, bars or underwater obstacles.
- (e) Depths of water and beach gradient.
- (f) Condition of sea and state of tide.
- (g) Set and drift of current.
- (h) Direction and velocity of wind.
- (i) Description of beach and surrounding terrain.
- (j) Any known navigational aids.
- (k) Trim of ship; make sure that stern will not beach before bow.
- (l) It will always be assumed that strong enemy opposition will be encountered.

22-4 BEACHING PREPARATIONS:-

Prior to actual beaching, the Heads of Departments and the Troop Commander should be familiar with the Beaching Plan. The Troop Commander will issue all necessary orders to his troops which will insure their being in all respects ready to disembark with equipment and vehicles immediately the landing has been effected. Department Heads will also issue orders to their respective personnel which are necessary to prepare the ship for beaching.

The following is a general outline of the preparations necessary:

- (a) Condition I-M should be set from 15 to 30 minutes before the scheduled landing; the time depending upon conditions prevailing. Stations will be manned as shown in TABLE 22-1.

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22-4 BEACHING PREPARATIONS:-

- (b) Bow Door & Ramp Detail:
- (1) Undog and prepare bow doors and ramp for opening.
 - (2) Test out bow door machinery.
 - (3) Test out ramp controls.
 - (4) Test out windlass machinery.
 - (5) Have emergency tackle for opening bow doors and hoisting ramp, standing by.
 - (6) Test telephone and power circuits.
 - (7) Report station, manned and ready, to Commanding Officer.
- (c) Stern Anchor Detail:
- (1) Make stern anchor ready for letting go.
 - (2) Test out stern anchor engine.
 - (3) Test telephone and power circuits.
 - (4) Report station manned and ready to Commanding Officer.
- (d) Troops:
- (1) Warm up and test equipment.
 - (2) Man two CO₂ fire extinguishers and have adequate sand on hand to extinguish fires that may be started by engine backfires.
 - (3) Unlash vehicles and have them ready to roll.
 - (4) Troop Commander report to Commanding Officer when all vehicles manned and ready for unloading.
- (e) Other Stations:
- (1) Test out and make reports as for General Quarters.

22-5 BEACHING OPERATION:-

When all preparations have been made and all stations have reported "Manned And Ready" the ship is ready for beaching. The Commanding Officer will then issue the following command by telephone to all stations:

"Stand By To Beach"

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22-5 BEACHING OPERATION:-

The sequence of commands and events will then proceed in following order:

- (a) "Open Bow Doors"

When the bow doors are open the Boatswain of the Bow Door And Ramp Detail will report:

"Bow Doors Open."

- (b) When the ship is about three lengths from the beach, the Commanding Officer will order:

"Let Go The Stern Anchor."

When the stern anchor has been released the Boatswain's Mate of the Stern Anchor Detail will report:

"Stern Anchor Let Go."

- (c) As the bow of the ship touches the beach the Commanding Officer will order:

"Lower Ramp."

(It should be noted that the ramp should be partly lowered prior to the time the bow of the ship touches the beach and the order "Lower Ramp" is given).

When the ramp has been lowered, the Boatswain's Mate will report:

"Ramp Lowered."

- (d) The ship is now beached and the Commanding Officer orders:

"Commence Disembarking."

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22-5 BEACHING OPERATION:-

- (e) Immediately upon the debarkation of the landing force, the Commanding Officer will order:

"Take A Strain On the Stern Anchor."

In carrying out this order, the Stern Anchor Detail should exercise care to avoid breaking out the anchor.

In the Beaching Plan, the Commanding Officer will have already worked out the problems which will affect the actual landing of the ship during the beaching operation.

Due to wind, tide and sea conditions, it may be necessary to bring the ship in at an angle in order to put the bow square on the beach. For the same reasons it may be necessary to continue to use the engines and the stern anchor to keep on the beach and to keep from broaching and this is particularly important while loading and unloading.

When the ship has been beached, at least four soundings should be made at four points on each side in order that the exact position of the ship with relation to the bottom is available.

22-6 RETRACTING PLAN:-

The Retracting Plan should include information concerning the following:

- (a) Exact time of retracting.
- (b) Kind of bottom - sandy, muddy, rocky, etc.
- (c) Off shore shoals, bars or underwater obstacles.
- (d) Depths of water and beach gradient.
- (e) Condition of sea and state of tide.
- (f) Set and drift of current.
- (g) Direction and velocity of wind.
- (h) Any known navigational aids.

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22-6 RETRACTING PLAN:-

- (i) Position of ship relative to bottom and beach.
- (j) Position of ship relative to other ships.
- (k) Trim of ship, necessity of adjusting ballast due to effect of loading or unloading of cargo.
- (l) Safe distance necessary to move astern before turning.
- (m) It will always be assumed that strong enemy opposition will be encountered.

22-7 RETRACTING PREPARATIONS:-

If the retracting takes place immediately following the debarkment of the Landing Force, no preliminary preparations are necessary. Otherwise, the same procedure as given under "Beaching Preparations" will be followed.

22-8 RETRACTING OPERATION:-

The ship being in all respects ready to retract from the beach, the Commanding Officer will give the following order:

"Shift Ballast"

It is to be noted that no hard and fast rule can be laid down as to when and how ballast should be adjusted. If retracting in an unloaded condition, the ship may be lightened enough by the discharge of the cargo to require no shifting of ballast. When landing on a beach in an unloaded condition it is considered sound practice to ballast down forward, then when loading has been completed and the ship is ready to retract, to pump out the ballast.

When the ballast problem has been satisfied, the Commanding Officer will then issue the following command by telephone to all stations:

"Stand by to Retract"

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22-8 RETRACTING OPERATION:-

The sequence of commands and events will then proceed in the following order:

- (a) The Commanding Officer will order:

"Hoist Ramp."

As soon as the ramp is raised into position the Boatswain's Mate will report:

"Ramp Up And Ready for Securing."

This operation may be accomplished prior to shifting ballast, depending upon conditions prevailing.

- (b) The ship now begins to retract from the beach by backing down on the engines and taking a heavy strain on the stern anchor. Care must be exercised by the Stern Anchor Detail to avoid "breaking out" the anchor. As soon as the ship starts to move off the beach the engines must be stopped immediately to avoid overrunning the anchor. The engines should be used only enough to start the ship, then the ship is hauled out by the stern anchor cable and the anchor weighed. The ship should then be backed down until well clear of the beach before attempting to turn out to sea.

- (c) When the ramp has been reported raised the Commanding Officer will order:

"Close Bow Doors"

When the doors are closed the Boatswain's Mate will report:

"Doors Closed."

- (d) The Commanding Officer will then order:

"Dog Down Doors & Ramp"

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22-8 RETRACTING OPERATION:-

(d) (cont'd.)

When this has been accomplished the
Boatswain's Mate will report:

"Doors And Ramp Secured."

The ship has now been retracted and ready for
sea.

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