

**CONFIDENTIAL**

**ORIGINAL**

ACTION REPORT

USS LSM 49

SERIAL 21

DATE NONE

ACTION REPORT - IWO JIMA LANDING OPERATIONS

PART OF COMPOSITE REPORT OF LANDING UNITS OF 5TH MAR. DIV. ON VARIOUS BEACHES ON SOUTHEAST IWO JIMA FROM D DAY UNTIL D+17, TERMINAL DATE OF REPORT. IN TASK UNIT 50 4.1 (LSM UNIT "A" OF 13 LSM'S UNDER LT. COMDR. GRIEZWOLD, LSM GROUP 15) SHIP SUBJECTED TO JAP SHELLFIRE, SUSTAINING SUPERFICIAL DAMAGE, BUT SUFFERED EXTENSIVE DAMAGE AS RESULT ALONGSIDE LOADING AT TRANSPORTS, COUPLED WITH POOR BEACHING CONDITIONS

DECLASSIFIED  
Authority: **AND 8613**  
By: **JAA**  
Date: **11/04/00**

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**NAVAL HISTORY DIVISION**

USS LSM 49  
FLEET POST OFFICE  
San Francisco, Calif.

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FILE NO. LSM 49/A4

RG/jc

SERIAL NO. 21

From: Commanding Officer, U.S.S. LSM 49  
To : Commanding Officer, LSM Group THIRTEEN, Flotilla FIVE  
Subj: Action Report of LSM 49 in the invasion of  
Iwo Island.

DECLASSIFIED  
Authority AND 8633  
BY: IAN HON, DAB/D

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USS LSM 49  
FLEET POST OFFICE  
San Francisco, Calif.

FILE NO.

SERIAL NO.

PART I

1. The following report is submitted by the U.S.S. LSM 49 of its operations in the amphibious phase of the invasion of Iwo Island from February 19, 1945 to March 8, 1945.

The LSM 49 was substituted for LSM 215 on January 20, 1945 and assigned to LSM Group THIRTEEN, Lt. Comdr. Griswold, USNR as group commander.

Approach to Iwo Island was made on February 19, 1945 arriving in LSM area "Mike" at 0800. King

PART II

1. The ship was ordered to the beach to discharge cargo at 1445 King, making the approach under heavy artillery and mortar fire.

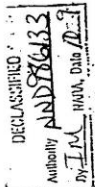
The ship was loaded with beach battalion equipment; included two bull dozers, two cranes, trucks and palletized matting and water cans.

Destination of ship was "Red Beach 2", but due to the numerous wreckages of LVT's and LCVP's it was necessary to make a landing on the South end of Yellow two.

Ship made the approach with bow doors open and ramp half lowered and upon hitting beach ramp was lowered and the two bull dozers landed. Due to the heavy fire the ship was undergoing and the impossibility of landing any of the wheeled vehicles at this time, the ship retracted from the beach. The ship having been on the beach 55 minutes.

At 1900 King ship was again ordered to beach and this time was compelled to beach at Beach "Red 1", other areas still in a heavily congested condition. Beached at 1930 King and commenced unloading vehicles.

It was found that as soon as rear wheels of trucks landed in the sand it was hopelessly bogged and the use of tractors was necessary to move each vehicle. To remedy this situation and to expedite the unloading as each truck left ramp, the ramp was raised



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clear of beach and the ship retracted just clear of the beach and then rebached a few yards to the left or right wherever there was an opening large enough for the ramp to fit.

Using this method all equipment was landed by 2000 King except the two cranes and part of our palletized matting. Ship then retracted and lay to in "LSM Area Mike" for the night.

On February 20 ship made two approaches to beach, but cargo could not, at this time, be handled by beach party and no equipment was unloaded at either time.

At 0800 King February 21, 1945 ship was ordered to report to cargo ship for unloading and landing of general cargo.

Operations of this vessel from February 21, 1945 to March 8, 1945 consisted of unloading APA's and AKA's and landing cargo at prescribed beaches.

The ship suffered no serious casualties from enemy action, two small shrapnel holes in starboard side being the only hits received and no personnel casualties.

Damage to port side of ship from unloading operations from transports was considerable.

#### RECOMMENDATIONS

It is recommended that each LSM be equipped with a complete set of steel roller conveyors, that is a length from stern to ramp, to speed the unloading of cargo if LSM's are to continue this type of operations.

Extreme difficulty was also found in the handling of heavy crates and a small crane as part of ships equipment would be a great advantage as the beach parties can seldom spare a crane to work an individual ship.

  
R. GREENWOOD, Lieut. USN

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By IA HAN, Date 11-9

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ISM 49, USS

Serial: 21  
Date: None

ACTION: Feb. 19, - Mar. 9, 1945

DECLASSIFIED  
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DATE: 10/10/00  
BY: SP-10

LSM-49 at Iwo Jima

LSM Area Mike

Area Fox

Area William

Black Beach; Blue Beach Two; Red Beach One; Red Beach Two; Green Beach; White Beach; Yellow Beach One;

LSM-43; LSM-44; LSM-46; LSM-47; LSM-48; LSM-59; LSM-92; LSM-140; LSM-141; LSM-143; LSM-207; LSM-241; LSM-260; LSM-261; LSM-264; LSM-266;

LSM-49 was on Black Beach on 4-6, 19 March 1945. Black Beach is unknown in my available literature.

LSM-49 towed LSM-46 off White Beach on 23 March 1945.  
LSM-49 collided with LCI-356 and LST-274 during the invasion.

Ships in LSM-49 Deck Log;

LST-38; LST-274; LST-642; LST-676;

USS *Agenor* ARL-3

LCI-356

USS *Belle Grove* LSD-2

USS *Auburn* AGC-10

USS *Electra* AKA-4; AKA-40; USS *Hercules* AKA-41; USS *Muliphen* AKA-61;

USS *Toland* AKA-64; USS *Stokes* AKA-68;

USS *George F. Elliot* AP-105; USS *Storm King* AP-171; USS *Cape Johnson* AP-172; USS *Herald of the Morning* AP-173;

USS *Zeilin* APA-3; USS *Feland* APA-11; USS *Baxter* APA-94; USS *Beckham* APA-133; USS *Winged Arrow* APA-170; USS *Rutland* APA-192; USS

*Rockbridge* APA-228; USS *Sevier* APA-233;

AOA-172; ?

SS *Cape Fear*; SS *Sea Runner* KAP; SS *Britain Victory* XAP; SS *Sea Sturgeon* XAP;



Anchored off White Beach, LSM-49 left the Iwo Jima area at 0715 on 29 March as part of Task Unit 51.29.10 with Lt. Commander Griswold, OTC, LSM-264, with ships in columns as follows:

Column #1: LST-38; LSM-47; LSM-44; and LSM-49; Column #2: LSM-264; LSM-43; LSM-46; LSM-140; LSM-141; Column #3: LSM-261; LSM-241; LSM-266; and LSM-92. Destination: Philippines

LSM-49: "The ship suffered no serious casualties from enemy action, two small shrapnel holes in starboard side being the only hits received and no personnel casualties. Damage to port side of ship from unloading operations from transports was considerable." Action Report-Iwo Jima Landing Operations