

DECLASSIFIED

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

LST117/A12
Serial 0152U. S. S. LST 117
FLEET POST OFFICE
SAN FRANCISCO, CALIF.CONFIDENTIAL

27 June 1944.

From: The Commanding Officer.
 To : Commander in Chief, U. S. Pacific Fleet.
 Via : (1) CTG 53.16
 Via : (2) CTF 53.
 Via : (3) Commander, Central Pacific Fleet.

Subject: Action Report LST 117 Tractor Group 53.16 June 17, 1944.

1. While enroute from Kwajalein, Marshall Is., to perform a mission according to operation plan A162-44 CTF 53 in company with convoy Tractor Group THREE and screen vessels, Captain G. B. Carter, USN CTG 53.16 in command on board the U. S. S. STEMBEL, cruising and maneuvering on different courses and formations, waiting for orders to proceed and accomplish our mission, on June 17, 1944, at latitude 13° 17' N. and longitude 148° 05' E. at 1750 enemy planes being reported in the vicinity by the screen vessel. At 1755 three enemy torpedo planes being sighted on the starboard side two points forward of the starboard beam bearing 68° relative bearing, ships heading 142 (T), and one plane off the port beam. The convoy continued its speed of eight knots and course on reverse formation and 60° right turn. The first plane making approach for the center of the convoy on approximate course 50° (T). The heavy concentration of fire from the LST's forced the plane to change course to approximate 330 (T) heading for the rear end of the convoy. The second plane making approach for the head of the convoy and directly for LST 117 one minute later on approximate course 50° (T). The heavy concentration of the LST's fire forced the plane to change course to approximate 110° (T) and released his torpedo at altitude of about fifty feet and about seven hundred yards from the LST 117 and three points off the starboard bow. The torpedo passing clear of all ships ahead of the convoy. The plane being hit from the LST's and escorts and it begin to lose altitude and gain altitude as if he was out of control, gaining altitude again and making wild right turn with the U. S. S. STEMBEL chasing and firing on the plane, the plane heading on approximate course 140° (T). The plane landed on the water about six miles ahead of the convoy but not on fire. The third plane making the same approach from the starboard side. Again the heavy firing of the LST's forced the plane to change course to approximate 120° (T) passing the LST 117 bow about seven hundred yards. The plane being hit by a barrage from the LST 117 and started burning. The plane made about 80° left turn and released his torpedo with flames breaking out all over the plane, few moments later the LCI(G) 468 being hit by the torpedo. The LCI(G) 468 was 180 yards off the LST 117 and two points off the port bow, with debris and fragments dropping all around the LST 117. The plane changed course to approximate 50° (T) passing ahead of the LST's. The plane went about six miles on that course made 180° turn and crashed in the water and exploded. The fourth plane making approach from the port side as a snooper, I lost observation.

2. The repelling of the air attack and the destruction of the enemy planes by the LST's is a credit to Captain G. B. Carter and his staff

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for the great effort they made to build the LST Flotilla FIVE with such a firing power, not only to be protected from air attacks but we are willing to go out and hunt for Jap planes.

Stanley Pras

STANLEY PRAS, LIEUT. USN (T)
Commanding.

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ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship 15°17'N 148°05'E U.S.S. EST 117
Date June 17 1944

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) Radar by radio (If by Radar state type of set)

(a) Lookout(s) or special equipment detector operator(s):

by screen vessel

(Name) <u> </u>	(Rate) <u> </u>	(Service No.) <u> </u>
made initial contact by <u>X</u>		
(sound), (radar), (SMSD),		
(MAD), (Sight) <u> </u>		

3. Range plane was picked up (50 miles, 30 miles, 10 miles, less 5 miles) ten miles

4. Number of planes four

5. Type of plane (Fighter, scout, dive-bomber) torpedo Bomber
Type of attack torpedo

6. Speed and altitude (High and fast, intermediate and fast, high and slow, intermediate and slow, low and slow) low and fast

Enclosure (A)

11 705

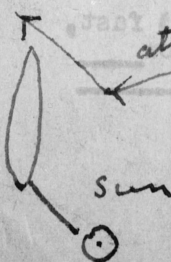
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7. Guns firing 26 ^{40 mm} Size 20 mm ^{50 mm} Number 26 CONFIDENTIAL
- Method of control local Method spotting trains
8. Ammunition expended 206 40MM 1680 20MM 200 50MM
9. Percent service allowance expended 196 Per size
10. Approximate time tracking to first shot 1 second
11. Approximate time of first hits 1757
12. Approximate time first shot to last shot 1759 2 minutes
13. Approximate position angle open fire 10° elevation
14. Approximate position cease fire 35° elevation
15. Approximate bearing first shot 68° relative
16. Approximate bearing last shot 340° relative
17. Approximate range first shot 3400 yards
18. Approximate range last shot 3500 yards
19. Approximate altitude of bomb release 50 feet
Type bomb torpedo
20. Approximate range torpedo release 700 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 2 Possible 1 Damage 1
By what size gun 40mm 20mm 50mm
24. Details of damage to target by gunfire if available one landed in the water but not on fire. one crashed on fire
25. Performance of ammunition (Excellent, good, bad, poor) excellent
26. Pattern sizes (Large, small excessive) small



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

Enclosure (A)

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By: NDC **NARA Date:** Dec 31, 2012

LSTFLOT5/ A16-3
Serial 00141

(ms)

L.S.T. FLOTILLA FIVE
THIRD AMPHIBIOUS FORCE
UNITED STATES PACIFIC FLEET
Office of the Commander

c/o Fleet Post Office,
San Francisco, California,

S-E-C-R-E-T

5 July 1944.

FIRST ENDORSEMENT to
C.O. USS LST 117 conf.
ltr. of 27 June 1944, file
A12, serial 0152.

From: Commander Task Group 53.16 (Captain G. B. Carter,
U. S. Navy, Commander L.S.T. Flotilla FIVE).
To: Commander in Chief, United States Fleet.

Via: (1) Commander Task Force 53.
(2) Commander in Chief, United States Pacific Fleet.

Subject: Action Report-USS LST 117.

1. Forwarded.

2. The Group Commander concurs with the remarks contained in paragraph 1 of the basic report that the heavy automatic weapon fire from the convoy operated to impair the efficiency of the attacking planes to an extent which made certain of the torpedoes pass clear of the formation.

3. The use of barrage balloons in conjunction with such gun fire is bound to impair the efficiency of torpedo planes attacking a convoy to an even greater extent.

G. B. Carter
G. B. CARTER.

Copy to:
C.O. USS LST 117.

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By: NDC NARA Date: Dec 31, 2012

FILE NO.
A16-3

OFFICE OF THE COMMANDER
GROUP THREE, AMPHIBIOUS FORCES
UNITED STATES PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

wjb

SERIAL No.
00366

12 September 1944.

S-E-C-R-E-T

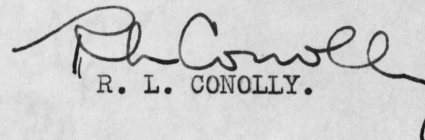
SECOND ENDORSEMENT to
C.O. USS LST 117 conf.
ltr. of 27 June 1944, file
A12, serial 0152.

From: Commander Group THREE, Amphibious Forces Pacific.
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Forces Pacific Fleet.
(2) Commander FIFTH Fleet.
(3) Commander in Chief, Pacific Fleet.

Subject: Action Report - USS LST 117.

1. Forwarded.

2. The value of Barrage Balloons in LST's, as recommended in paragraph 3 of first endorsement is questionable. Their disadvantages are considered to outweigh any advantages. Certainly their effect is not as positive and destructive as the well directed anti-aircraft gunfire from a large number of such weapons.


R. L. CONOLLY.

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CAF/A9

OFFICE OF THE COMMANDER
AMPHIBIOUS FORCES, U. S. PACIFIC FLEET
SAN FRANCISCO, CALIFORNIA

90/Sy

Serial: 00912

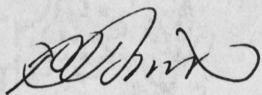
4332

S-E-C-R-E-T

23 SEP 1944

THIRD ENDORSEMENT to
CO, USS LST 117 Conf.
Ltr. A12 Serial 0152
of 27 June 1944.

From: Commander Amphibious Forces, U. S. Pacific Fleet.
To : Commander in Chief, United States Fleet.
Via : (1) Commander FIFTH Fleet.
(2) Commander in Chief, U. S. Pacific Fleet.
Subject: Action Report - USS LST 117.
1. Forwarded.
2. Concur in paragraph two of second endorsement.


P. S. THEISS,
Chief of Staff.

Copy To:
CO, USS LST 117
CO, LST Flotilla FIVE
ComGroup THREE.

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ComFIFTHFleet File

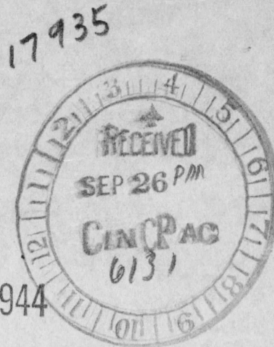
Al6-3(2c-A)

COMMANDER FIFTH FLEET
UNITED STATES PACIFIC FLEET
FLAGSHIP OF THE COMMANDER

Serial: 00629

SECRET
SECRET

26 SEP 1944



FOURTH ENDORSEMENT to
CO, USS LST 117 Conf. Ltr.
Al2, Serial 0152
dated 27 June 1944.

From: Commander FIFTH Fleet.
To : Commander in Chief, U.S. Fleet.
Via : Commander in Chief, Pacific Ocean Areas.

Subject: Action Report - USS LST 117.

1. Forwarded, concurring in the comments of the second
endorsement.

A. C. Davis
A. C. DAVIS,
Chief of Staff.

11 705

ENCLOSURE XXXXXX

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