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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

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U.S.S. LCI (G) 560
FLEET POST OFFICE
SAN FRANCISCO, CAL.

24 June, 1945

From: COMMANDING OFFICER
To: COMMANDER IN CHIEF, UNITED STATES FLEET

- Via:
1. COMMANDER LCI (G) GROUP SIXTEEN
 2. COMMANDER LCI (L) FLOTILLA SIX
 3. COMMANDER LCI (L) FLOTILLA FOURTEEN
 4. COMMANDER AMPHIBIOUS GROUP SEVEN
 5. COMMANDER AMPHIBIOUS GROUP ONE
 6. COMMANDER UNDERWATER DEMOLITION TEAMS AMPHIBIOUS FORCES PACIFIC FLEET
 7. COMMANDER LST FLOTILLA SIXTEEN
 8. COMMANDER LCI (L) FLOTILLA THREE
 9. COMMANDER LCS FLOTILLA THREE
 10. COMMANDER AMPHIBIOUS GROUP TWELVE
 11. COMMANDER DESTROYER SQUADRON SIXTY-THREE
 12. COMMANDER FIFTH AMPHIBIOUS FORCES
 13. COMMANDER AMPHIBIOUS FORCES, PACIFIC FLEET

Subj: REPORT OF CAPTURE OF OKINAWA GUNTO, PHASES ONE AND TWO.

PART I BRIEF SUMMARY

- A. This report covers this ship's activities (8 MARCH 1945 to 18 APRIL 1945) in relation to preparation for and participation in operations against enemy positions in the OKINAWA GUNTO, NANSEI SHOTO AREA. This ship moved to the objective and operated basically as a part of a unit designated as GUNBOAT SUPPORT DIVISION ONE (LCI (G)'s 558, 452, 561, 751, 559, 560) with LT. COMMANDER RICKABAUGH, COMMANDER LCI (G) GROUP SIXTEEN in charge. At the objective, this ship operated as ordered and in various capacities as will be hereinafter detailed.
- B. The essential function of reporting ship was that of close-in-fire support prior to LOVE-DAY (1 APRIL 1945) in supporting landings in YAKABI SHIMA (LOVE MINUS SIX, 26 MARCH 1945), and AMURO SHIMA (LOVE MINUS FIVE, 27 MARCH 1945). Additional assignment included support operation with UNDERWATER DEMOLITION UNITS along OKINAWA PREFERRED BEACHES (28 MARCH 1945 to 30 MARCH 1945 inclusive), support of landing on KEISE SHIMA (LOVE MINUS ONE DAY, 31 MARCH 1945), anti-small craft patrol (as ordered), and support (as ordered) during LOVE DAY (1 APRIL 1945) landings of main OKINAWA

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BEACHES. Of this "additional assignment", however, (as will be shown in the CHRONOLOGICAL ACCOUNT, PART III, of this report) this ship was unable, by circumstance of battle damage, to participate in the support of UNDERWATER DEMOLITION TEAMS, the landing on KOBISE SHIMA, or the landings on OKINAWA on LOVE-DAY. Post invasion activity was primarily that of anti-small craft patrol (as ordered) and as "smoker" during period in KERAMA RETTO anchorage.

PART II PRELIMINARIES

- A. Until 8 MARCH, 1945 in LEYTE GULF, LEYTE, PHILIPPINE ISLANDS, completing repairs and logistics in preparation for training and rehearsal exercise for forthcoming operation.
- B. On 9 MARCH, 1945 engaged in practice support of UNDERWATER DEMOLITION TEAMS off coast of HOMONHON ISLAND, PHILIPPINE ISLANDS. Returned to anchorage on same day to area of Taraguna, Leyte, Philippine Islands, for critique and continuation of logistics and repairs.
- C. On 13 APRIL, 1945 underway to engage in rehearsal exercises in preparation for forthcoming operation. Bay just north of HINUNDAYAN POINT and the islands adjacent (CABUGAN GRANDE and CABUGAN CHICO) were utilized to simulate actual operational conditions. The only lesson learned during the entire rehearsal (other than obtaining a clearer picture of the operation as a whole) was the necessity to consider strongly the effect of current on ships trying to maintain both heading and position off designated beaches. It is clearly evident that improper timing and coordination of assault waves and support craft would be disastrous should considerable opposition ever be present during such current conditions. Returned to SAN PEDRO RAY, PHILIPPINE ISLANDS (14 MARCH, 1945) to continue completion of repairs and logistics.

PART III CHRONOLOGICAL ACCOUNT

- A. 19 MARCH, 1945 - 26 MARCH, 1945: Under LT. COMMANDER RICKABAUGH, GUNBOAT SUPPORT DIVISION ONE (52.17.1) (LCI (G)'s 558, 452, 561, 751, 559, 560) in company with WESTERN ISLANDS TRACTOR FLOTILLA (51.7) under command of CAPTAIN R. C. WEBB, departed LEYTE GULF, LEYTE, PHILIPPINE ISLANDS, 19 MARCH, 1945 enroute to objective (KERAMA RETTO, OKINAWA GUNTO, NANSEI SHOTO). No enemy activity (air or otherwise) during movement.

26 MARCH, 1945: 0420, GUNBOAT SUPPORT DIVISION ONE plus LCI (G) 462, 464 and LCI (M) 755 (forming GREEN TEAM) left convoy and maneuvered by various courses and speeds off western approach to YAKABI SHIMA, KERAMA RETTO. Landing on GREEN BEACH, YAKABI SHIMA (originally intended to take place at 0800-I) was delayed until the afternoon. 1208-I, laying off beach awaiting assault waves. No shore activity. 1250-I, headed into beach on course 325 degrees true. 1255-I all guns open fire on beach. 1310-I, all guns cease fire. 1337-I, fired rockets on beach. No opposition from beach-

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assault waves (LVT'S) landed without any apparent plan or organization but also without difficulty. Proceeded away from beach and seaward to transport area for servicing. Upon completion servicing proceeded in company with USS LCI (G) 751 to assigned night patrol station P-7 (see APPENDIX II to ANNEX A, CTF 52, PLAN A 106-45). On station 2000-I with USS LCI (G) 751. At 2340, passed close aboard drifting destroyer that had been previously damaged. No sign of life, all possible rescue apparently completed. 0110, enemy aircraft passed ahead of ship; five (5) rounds 40MM fired. 0235, began circling MAE SHIMA (this a deviation from P-7 station but in conformance with LCI (G) 751, in charge). 0412-I, 27 MARCH, 1945 enemy "snooper" plane shot down with twenty (20) rounds 20MM, 5 rounds 40MM. ("Snooper very low, recognized as "BENTY", probably laying mines or on reconnaissance patrol). Plane struck water just south-east of MAE SHIMA. No small craft activity in area.

27 MARCH, 1945: 0600-I, left patrol station (P-7) and closed transport area west of KERAMA RETTO to continue servicing. Rendezvous (1215-I) with other members of GREEN TEAM vicinity AMURO SHIMA, maneuvered into position and stood by for call fire. 1315-I first LVT wave landed; no opposition; no rocket or gunfire required. Remained (with LCI (G) 561) in vicinity AMNER BEACH, as call-fire, close-in-support craft. 1745-I, released from patrol station off AMURO SHIMA (no call-fire support requested) and proceeded south out of KERAMA RETTO area. 1935-I, received orders to assume night patrol station M-17 (see ENCLOSURE "D", APPENDIX I to ANNEX J of OP-PLAN A 701-45). On station southeast of TOKASHIKI SHIMA at 2000-I, along with USS LCI (G) 559. At 2319-I, two (2) small boats sighted and identified as friendly. No other activity on patrol station.

28 MARCH, 1945: Rendezvous (0600-I) with LCI (G)'s 558, 559, 452 and 751 north of MAE SHIMA and proceeded in column toward OKINAWA PREFERRED BEACH area, in accordance with plan, to support underwater demolition operations. Operations were postponed (apparently because of the numerous mines that were seen to explode). All ships this unit, led by USS LCI (G) 558 returned to KERAMA RETTO area (0852-I). Rendezvoused with LCI (G) 558, 559, 452 and 751 (1720-I) and proceeded in column toward OKINAWA to assume night patrol station P-9 (see APPENDIX II to ANNEX A, CTF 52, PLAN A 106-45), off preferred beaches on western coast of OKINAWA. On station (1940-I) with LCI's 558, 559, 452. This ship's sector was at northern extremity of P-9, with LCI (G) 559 to the south. No activity in our specific sector. 0037-I (29 MARCH, 1945) fired on low flying twin-engine plane. At dawn, several enemy planes in area. At 0615-I (29 MARCH, 1945) this ship was attacked by three (3) enemy planes ("NATES"). One, crossing close by the bow, was shot down; a second passed close above the mast and thence inland; the third crashed the mast and conn at 0618-I. Generally, all radio and visual communication facilities were destroyed. Specifically, the following equipment was destroyed or damaged: Mast (including radar, BK, BN, TCS radio, recognition lights, all flag

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hoist facilities and magnesian compass): Conn (badly damaged at points of contact including SCR 808 radio, steering compass, TCS antenna base, pelorus, signal stand and blinker light). Minor personnel casualty (one man suffered severe contusion over right tibia). Proceeded in company with LCI (G) 558 to KERAMA KETTO anchorage for repairs.

29 MARCH, 1945 - 6 APRIL, 1945: No patrol station assigned. Remained in KERAMA KETTO anchorage for repairs. Repairs by ARL 8 and ship's force. Obtained new mast and repaired TCS. No radar, 808, compass, or blinker light.

6 APRIL, 1945 - 8 APRIL, 1945: Ordered to patrol station 107 (see ENCLOSURE "A" to APPENDIX II, ANNEX "K" of OP-PLAN 1-45). 1225-I, alongside LCI (G) 561 to obtain blinker light. Proceeded in company with LCI (G) 751 to patrol area, arriving on station 1920-I 6 APRIL, 1945. No activity observed. Continue patrol until 8 APRIL, 1945. No activity.

8 APRIL, 1945 - 12 APRIL, 1945: Ordered to patrol station 110 (see ENCLOSURE "A" to APPENDIX II, ANNEX "K" of OP-PLAN 1-45). On station (south and east of IE SHIMA) at 1902-I, 8 APRIL, 1945.

8 APRIL, 1945: No activity observed.

9 APRIL, 1945: No activity observed.

10 APRIL, 1945: No activity observed. At 0233-I,

Transferred appendicitis case (SHRIVER, J.H., 628-25-84, SK2c to USS ELLYSON (DM19).

11 APRIL, 1945: No activity observed.

12 APRIL, 1945: 0234-I, left station on orders

of the USS HARDING (DMS 28), to investigate unidentified craft. Craft found to be USS LCI (G) 467 of patrol station 108. 1500-I, sighted enemy aircraft (VAL) landing on IE SHIMA. Landing reported by another ship in the area. 1511-I, sighted friendly aircraft crash into water north and east of MINNA SHIMA. Reported same and proceeded to rescue. Rescue effected by USS GOLDSBOROUGH (APD 32). Picked up drifting life raft (contained no personnel - only blankets and jacket). Relieved by USS LCI (G) 561 and proceeded to KERAMA KAIKYO ANCHORAGE for logistics and completion of repairs. No other activity observed in patrol area.

12 APRIL, 1945 - 19 APRIL, 1945: In KERAMA KAIKYO for logistics, repairs and assignment.

12 APRIL, 1945: No assignment.

13 APRIL, 1945: Assigned to night station 3666-O.

Anchored on station at 1902-I. No activity observed.

14 APRIL, 1945: Assigned to night station 3667-Q.

No activity observed.

15 APRIL, 1945: Assigned to night station 3667-Y.

Anchored on station at 1747-I. No activity observed.

16 APRIL, 1945: Assigned to night station 3667-Y.

Anchored on station at 1828-I. No activity observed.

17 APRIL, 1945: Assigned to night station 3667-Y.

Anchored on station at 1707-I. No activity observed.

18 APRIL, 1945: Assigned to night station 3667-Y.

Anchored on station 1828-I. No activity observed.

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19 APRIL, 1945: - 27 APRIL, 1945: Continuation of assignment to
smoke and anti-small craft activity in KERAMA RETTO.

19 APRIL, 1945: Assigned to night station 3472-P.
Anchored on station at 1850-I. No activity observed.

20 APRIL, 1945: Assigned to night station 3472-P.
Anchored on station at 2140-I. No activity observed.

21 APRIL, 1945: Assigned to night station 3665-J.
Anchored on station at 1834-I. No activity observed.

22 APRIL, 1945: Assigned to night station 3768-B.
Anchored on station at 1826-I. No activity observed.

23 APRIL, 1945: Assigned to night station 3768-B.
Anchored on station at 1845-I. No activity observed.

24 APRIL, 1945: Assigned to night station 3470-D.
Anchored on station at 1830-I. No activity observed.

25 APRIL, 1945: Assigned to night station 3470-D.
Anchored on station at 1830-I. No activity observed.

26 APRIL, 1945: Assigned to night station 3470-D/
Anchored on station at 1830-I. No activity observed.

27 APRIL, 1945 - 24 JUNE, 1945: Report to LT. COMMANDER RICKABAUGH
for patrol duty along eastern side of OKINAWA. On 27 APRIL, 1945, assigned
to station 139 and 140, a six mile area along coast, course 030-T and 210-T.

27 APRIL, 1945 - 1 MAY, 1945: Patrol stations 139 and 140.
No activity observed.

1 MAY, 1945 - 3 MAY, 1945: Patrol stations 142 and 143.
No activity observed.

3 MAY, 1945 - 8 JUNE, 1945: Patrol stations 143 and 144.
No activity observed.

8 JUNE, 1945 - 22 JUNE, 1945: Patrol station 145.
No activity observed.

22 JUNE, 1945: Relieved of further patrol. Island secured.
Preparation for rear area in NAKAGUSUKU WAN.

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PART IV ORDNANCE

A. ORDNANCE PERFORMANCE - CASUALTIES

While firing at the beach of YAKABI ISLAND on 26 MARCH, 1945, a 40MM barrel burst. It occurred on gun #5 which is located on the starboard gun deck adjacent to the pilot house.

The accident occurred on the fifth round fired by that gun thereby precluding the possibility of an obstruction existing in the bore prior to commencing fire.

With the next round already rammed into the chamber, the gun deck was cleared and water applied to the barrel. Shortly thereafter (2 minutes) the barrel was removed and a new barrel inserted.

There were no injuries to personnel or to equipment or other than the barrel which burst.

The cause of this casualty has been placed to a defective fuze resulting either from manufacture or rough handling of ammunition.

B. AMMUNITION EXPENDED

19 MARCH, 1945 - 26 MARCH, 1945:

20 MARCH, 1945

40MM	168 rounds
20MM	320 rounds
50 Cal.	200 rounds

26 MARCH, 1945

Rockets	113
40MM	440 rounds
20MM	600 rounds
50 Cal.	180 rounds

27 MARCH, 1945 - NONE

28 MARCH, 1945

40MM	10 rounds
20MM	30 rounds

29 MARCH, 1945

40MM	224 rounds
20MM	765 rounds
50 Cal.	96 rounds

30 MARCH, 1945 - 18 APRIL, 1945

2 APRIL, 1945

40MM	10 rounds
20MM	60 rounds

7 APRIL, 1945

50 Cal.	42 rounds
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18 APRIL, 1945 - 24 JUNE, 1945

40MM	419 rounds
20MM	210 rounds
50 Cal.	253 rounds

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PART V DAMAGE

- A. Considerable damage (localized to the area of the mast and conn) was sustained by this ship as a result of a partially successful suicide crash by an enemy plane (see PART III, 28-29 MARCH, 1945, supra). The mast (and all "gear" thereto attached) and much of the equipment in (and on) the conn was either carried away over the side or considerably damaged as a result of the impact. Specifically the following equipment was damaged or lost:

Mast (including signal stand, blinker light, SOS antenna, peloruses, two (2) TCS antenna bases, standard compass and bearing circle, navigation table, and considerable warping of the conn structure at points of impact).

Minor damage, such as loss of intra-ship communication by sound power telephone and failure of cease-fire horns were soon remedied by rewiring and similar simple repairs by ship's force.

- B. Thus far, three (3) twin engine enemy planes have been definitely shot down by this ship during the period of this report (see PART III, CHRONOLOGICAL ACCOUNT).

Planes shot down

1. "HEATH", 0412-I, 27 MARCH, 1945
2. "NATE", 0615-I, 29 MARCH, 1945
3. "NATE", 0618-I, 29 MARCH, 1945

No damage to enemy surface craft.

PART VI PERSONNEL PERFORMANCE AND CASUALTIES

- A. Performance of personnel was excellent under all circumstances and particularly so during the multiple plane attack on this ship during the morning of 29 MARCH, 1945. Their coolness, and devotion to duty in the face of such odds are to be highly recommended.
- B. Casualties, by some fantastic miracle, were amazingly low. Only one (1) man, MAUL, HARRY EDWARD, Cox., serial 300-70-37 received injuries of any consequence, a severe contusion over the right tibia. Medical care (including hospitalization aboard ship and x-ray) has been given subject man who is now (20 APRIL, 1945) well on the way to recovery.

PART VII CONCLUSIONS AND RECOMMENDATIONS

- A. **ARMAMENT:** It is believed that additional 50 calibre or 20MM machine guns would be of definite value to ships of the close-in-support type. When in a relatively "alone" predicament, there is a decided need for more guns that can train quickly, a quality that the 40MM seems to lack. This is particularly true in the case of suicide attacks by planes or small craft.

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- B. BEACH APPROACH: It is recommended that in areas of rapid current MORE emphasis be placed on coordination and timing as between assault waves and support craft. Uncertain delay, not only creates confusion in an attempt to "jockey" into position, but also increases, to a considerable degree, any possible resistance by the selected beach-head. The value of a rocket run is completely lost if the interim is long enough to allow enemy movement toward the bombarded area, and a "jockeying" line of gunboats could be easy prey to shore batteries.
- C. PATROL STATIONS: It is recommended that each patrol vessel be given more information as to other patrol vessels operating in the same general area, and that (when possible) orders for a particular station be given so as to allow arrival on station before dark.

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COM LST FLOTILLA SIXTEEN
COM LCI (L) FLOTILLA THREE
COMLCS FLOTILLA THREE
COM PHIB GROUP TWELVE
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COM FIFTH PHIB FOR
COM PHIB FOR

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6. NUMBER OF PLANES TAKEN UNDER FIRE BY OWN SHIP 4
(A) OF THOSE ATTACKING OWN SHIP 3 TYPE "NAVES"
(B) OTHERS 1 TYPE ?
7. SPEED AND ALTITUDE OF APPROACH IN KNOTS AND FEET
#1 (300 KNOTS, STEEP DIVE)
#2 (150 TO 200 KNOTS, 100 FEET)
#3 (150 TO 200 KNOTS, 100 FEET)
8. NUMBER OF GUNS FIRING 3-40MM, 4-20MM, 1-50 CAL.
9. AMMUNITION EXPENDED 40MM, 224RDS., 20MM, 725 RDS. 50 CAL. 96 RDS.
10. NO EXPENDITURE ALLOWANCE
11. METHOD OF CONTROL LOCAL METHOD OF SPOTTING VISUAL
12. METHOD OF RANGING INDIVIDUAL METHOD OF FIRING BARRAGE
NO TRACKING
13. APPROXIMATE TIME OF FIRST HITS 0615
14. APPROXIMATE TIME FIRST SHOT TO LAST SHOT 3 MINUTES
15. APPROXIMATE POSITION ANGLE OPEN FIRE
#1 (50 DEGREES)
#2 (10 DEGREES)
#3 (10 DEGREES)
16. APPROXIMATE POSITION ANGLE CEASE FIRE
#1 (03 DEGREES)
#2 (10 DEGREES)
#3 (ON IMPACT)
17. APPROXIMATE BEARING FIRST SHOT
#1 (090 REL.)
#2 (090 REL.)
#3 (270 REL.)
18. APPROXIMATE BEARING LAST SHOT
#1 (350 REL.)
#2 (270 REL.)
#3 (STRUCK CONN)
19. APPROXIMATE RANGE FIRST SHOT 4000 YDS. ALTITUDE OF PLANE
#1 (12000 FT.)
#2 (100 FT.)
#3 (100 FT.)
20. APPROXIMATE MINIMUM RANGE AIRCRAFT APPROACHED - - ALTITUDE OF PLANE
#1 (66 FT.) #1 (20 FT.)
#2 (20 FT.) #2 (80 FT.)
#3 (00 FT.) #3 (IMPACT)
21. APPROXIMATE RANGE LAST SHOT -- ALTITUDE OF PLANE
#1 (100 YDS.) #1 (IN WATER) (DOWNED)
#2 (4000 YDS.) #2 (100 FT.)
#3 (IMPACT) #3 (30 FT. IMPACT)
- 22, 23, 24, 25, - NONE
26. PLANE SHOT DOWN: 2 (SURE)
27. ESTIMATE SIZE GUN RESPONSIBLE FOR "SURE" 20MM
28. PERFORMANCE OF AMMUNITION GOOD
29. MATERIAL FAILURES 1 40MM JAMMED (OVERANXIOUS LOADING)
30. SKETCH (SEE FOLLOWING PAGE)
31. THIS REPORT INVOLVES ENEMY SUICIDE TATICS. INFORMATION REQUESTED IS ANSWERED AS NEARLY AS CIRCUMSTANCES PERMITTED.

Charles J. Mackres

CHARLES J. MACKRES
LT. (JG) USNR.

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