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APA49/A16-3  
Serial 098

(10:cs)

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U.S.S. ORMSBY (APA49)  
REPORT OF LEYTE OPERATION

To: The Commander in Chief, United States Fleet.  
Via: (1) The Commander Transport Division SIX.  
(Commander Task Unit 78.1.32)  
(2) The Commander Transport Division TWENTY-FOUR.  
(Commander Task Unit 78.1.3)  
(3) The Commander SEVENTH Amphibious Force.  
(Commander Task Force 78.)  
(4) The Commander SEVENTH Fleet.

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APA49/A16-3  
Serial 098

U.S.S. ORMSBY (APA49)  
c/o Fleet Post Office  
San Francisco, Calif.

(10:cs)

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

25 October 1944.

From: The Commanding Officer.  
To: The Commander in Chief, United States Fleet.  
Via: (1) The Commander Transport Division SIX.  
(Commander Task Unit 78.1.32)  
(2) The Commander Transport Division TWENTY-FOUR.  
(Commander Task Unit 78.1.3)  
(3) The Commander SEVENTH Amphibious Force.  
(Commander Task Force 78.)  
(4) The Commander SEVENTH Fleet.

Subject: Action Report, LEYTE, PHILIPPINE Operation.

References: (a) Article 874(6), U.S. Navy Regulations, 1920.  
(b) Com7thphib conf. ltr FE25/A16-3(3) of 17 Feb 1944.  
(c) ComTaskForce 78 Operation Plan 101-44.  
(d) ComTaskGroup 78.1 Attack Order No. 1-44.  
(e) ComTaskUnit 78.1.3 Attack Landing Order 18-44.

Enclosures: ✓ (A) Comments of Commanding Officer.  
✓ (B) Comments of Senior Medical Officer.  
✓ (C) Comments of Beachmaster.  
✓ (D) Comments of Communication Officer.  
✓ (E) Troop Units Embarked.  
✓ (F) Cargo Stowage Plan.  
✓ (G) Cargo Loading and Unloading Experience.  
✓ (H) Wave Time Study.  
✓ (I) Casualty Evacuation.

1. At 2118, on 3 October 1944, commenced loading Army cargo at Dock No. 2, Hollandia. Completed loading cargo at 0530, 4 October 1944. Shifted berth to assigned anchorage in Humboldt Bay.

2. At 1130, 8 October 1944, commenced embarking troops of the 24th Infantry Division (see enclosure (E)). At 2000, completed embarking troops.

3. 0518, 12 October 1944, underway in company with Commander Task Unit 78.1.3 and Commander Task Unit 78.1.32 to conduct landing rehearsals off SKO SAE BEACH. At 1205, rehearsals completed and proceeded to anchorage in Humboldt Bay, anchoring at 1450.

4. At 1411, 13 October 1944, underway on signal in company with Task Force 78 and Task Group 78.1. Commander Task Force and Commander Task Group in U.S.S. BLUE RIDGE. Formed cruising disposition and proceeded towards objective.

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U.S.S. CRMSBY (APA49)  
c/o Fleet Post Office  
San Francisco, Calif.

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25 October 1944.

Subject: Action Report, LEYTE, PHILIPPINE Operation.

5. At 1058, 15 October 1944, formed cruising disposition Charlie One. Task Force 78.2 joining disposition. Enroute to objective held conferences of boat and troop officers, conducted classes of instruction for recognition, damage control, first aid, gas warfare and oriented all officer and crew with forthcoming operation. Held various emergency drills daily during morning general quarters. Exercised troops in taking debarkation stations.

6. At 0000, 20 October 1944, entered LEYTE GULF. At 0525, all hands to general quarters. At 0612, sighted Jap plane circling convoy, which was driven off with AA fire from screen.

7. At 0720, set condition IA, entered San Pedro Bay. At 0801, gave command to lower all boats. At 0802, commenced boating assault troops and equipment. 0815 anchored in outer Transport Area. At 0817, three boats from TITANIA reported. 0825, LCM from JOHN LAND reported. At 0831, all boats in water. At 0855, all assault troops and equipment boated and formed rendezvous circles. At 0905, fifth wave of CRMSBY LCM's despatched. At 0925, seventh wave despatched. At 0930, eighth wave despatched, 0935, ninth wave despatched, and 0940 tenth wave despatched. At 1100, got underway and closed beach; at 1107, commenced discharging cargo as boats became available. At 1205, two LCM's from EPPING FOREST reported for duty. At 1213, anchored in inner Transport Area. At 1215, disembarked ship's platoon for U.S.S. TITANIA.

8. At 1517, completed discharging all cargo and equipment. At 1537, ship's platoon disembarked, vessel clear of all troops and Army equipment. Commenced hoisting all boats available. At 1720, beach party returned, all boats and personnel accounted for.

9. At 1750, got underway in company with Commander Transport Division SIX, U.S.S. FAYETTE, and at various courses and speeds proceeded to sea towards rear area. At 1825, all hands to general quarters, enemy plane in vicinity. At 1909 secured from general quarters.

10. At 0329, 21 October 1944, passed out of Leyte Gulf and joined Commander Task Group 78.3, U.S.S. HUGHES. At 0625 formed cruising disposition Able One. At 1011, 25 October 1944, anchored in berth assigned, Hollandia, New Guinea.

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*Leonard Frisco*  
LEONARD FRISCO.

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COMMENTS OF COMMANDING OFFICER

1. The operation was executed in accordance with existing plans and instructions. From the viewpoint of the commanding officer the entire operation appeared to be well-planned, efficiently executed, and operation plans were so prepared that every detail was covered leaving no doubt as to the particular task to be performed by the commanding officer and the personnel under his command.

2. The daily debarkation drills, the sincere cooperation of the Commanding Officer of Troops and his troops resulted in a smooth and efficient debarkation schedule which enabled the ship's officers to debark four waves in record time and well in advance in order that no delay would be experienced at the Line of Departure. All waves arrived at the Line of Departure on time and were despatched in accordance with the time schedule. All hands were so indoctrinated that not one extra word of further instruction was required.

3. The operation and reliability of our landing craft and its crews was everything to be desired; all boats operated to their highest efficiency, and although 14 boats were damaged due to beach conditions, all boats except one operated until the final discharge of cargo. All boats repairable by ship's force except one, which can be repaired and overhauled by shore facilities. Principle damage to boats was bottom damage due to undetected submerged objects at the beach.

4. The cargo discharge went off smoothly and efficiently. The aid of two LCM's from EPPING FORREST contributed greatly to the expeditious manner in which cargo was discharged and despatched. The LCM(6)'s furnished by the Army for this operation were considered an added advantage and it is recommended that APA's that can accommodate LCM(6)'s be supplied with that type. The additional six feet of the LCM(6) against the LCM(3) gives an added advantage in cargo and equipment discharge, especially in vehicle equipment. All cargo gear operated to our complete satisfaction.

5. The officers and crew of the ORMSBY are to be commended for their loyal, efficient, sincere, and tireless efforts performed day and night, which in their small way, as one organized unit, contributed to the success of a large and difficult amphibious operation.

LEONARD FRISCO,  
Captain, D-M, USNR,  
Commanding.

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(Enclosure (A))

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COMMENTS OF SENIOR MEDICAL OFFICER  
LT.CDR. W.L. KELSEY, MC-V(S), USNR

1. The Medical Department participated very little in the operation aside from caring for Army sick on the way out.
2. Malaria control was more adequate than encountered among any other troops previously embarked.
3. Three Army sick were retained on board and two casualties received as noted in casualty evacuation report.
4. One minor injury occurred among beach party personnel from the ship. The medical section of the beach party was not used during the operation.

Enclosure (B)

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COMMENTS OF BEACHMASTER  
LT. L.W. MILLER, D-V(S), USNR

1. The ORMSEY Beach Party landed on Red Easy Two Beach and set up the C.P. at about 1050. The cargo unloading commenced at about 1215. All of the LCVP's were unloaded at 1600. The Beach Party was secured at 1700.

2. For the unloading operation, two caterpillar tractors were supplied by the Army Shore Party, Company E, 532 Engineers. The Shore Party also detailed fifty men to assist in handling the bulk cargo. The tractors were used to great advantage for dragging the nets of bulk cargo out of the boats and up on the beach. The vehicles were driven directly out on the beach.

3. Several LCVP's were broached because they could not make a dry landing due to the shallow water about ten to fifteen feet off shore. When the ramp was opened, the boat was swamped.

4. The Beach Party unloaded its cargo on schedule, but it is the opinion of the Beachmaster that if more mechanical equipment and labor had been made available, the unloading would have been completed much more quickly.

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COMMENTS OF COMMUNICATION OFFICER  
Lieut. A.H. DARLING, C-V(G), USNR

1. With the usual cooperation and determination of all personnel, communication on this vessel functioned satisfactorily according to plan throughout the operation. No difficulty with equipment failure was encountered, but frequently reception on both bells broadcast and the Task Force Fox (Dog Circuit) was poor due to fading. This was especially true of the Task Force Fox which was keyed on high frequency only. To maintain continuous coverage on force Fox circuits it is suggested that they be keyed on a low frequency also, preferably in the 300 - 600 kcs. band.

2. During the practice phase daily drills among the transport group on controlled voice circuits were conducted and proved beneficial to all operators participating.

3. While underway to the objective, the fleet common, 34.8 mcs. was used as the primary maneuvering circuit because of the presence of small craft which had no TBS, but signals were transmitted on both circuits for the benefit of major vessels whose setup made the use of TBS more convenient.

4. At H minus 3 hours we reported in on the transport common and TransDiv administrative nets, maintaining contact with all required stations until we left the transport area at about 1900 on A day. At H minus 2 hours a watch was set on the Trans Div 6 boat control circuit which was maintained until secured by ComTransDiv 6 at 1730 when all boats had been hoisted.

5. Because of the short time the beach party expected to remain ashore, the TBS equipment was not landed and all ship to shore traffic was cleared on the TransDiv boat control net. This reserved the TransDiv administrative net for intership traffic which time did not permit sending by visual means.

6. The simplification and coordination of current communication plans achieved through the past years of experience reveal a standard pattern serving the best interests of all concerned. Many early mistakes and nuisances have been eliminated or are being rapidly corrected, the most noticeable improvements being the decrease of unnecessary voice transmissions including testing, and more strict control of voice circuits resulting in much better circuit discipline.