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Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

CONFIDENTIAL

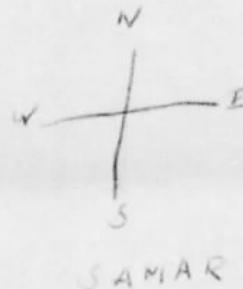
## ENCLOSURE "E"

## ANTI-AIRCRAFT ACTION BY SURFACE SHIPS (Cont'd)

19. Approximate altitude of bomb release \_\_\_\_\_ Type bomb None.
20. Approximate range torpedo release \_\_\_\_\_ 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 One (1) Possible \_\_\_\_\_ Damaged \_\_\_\_\_.
- By what size gun 5".
24. Details of damage to target by gunfire if available Hit just aft of cockpit.  
Smoke seen, plan turned and headed toward anchored ships but fell  
in water before reaching them.
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.



## SOURCE INFORMATION

**Image url:** <https://www.fold3.com/image/292555849>

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**Date Range:** 12 Nov 1944

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**Serial Number:** 0590

**Date:** 11/20/1944

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CONFIDENTIAL**ENCLOSURE "E"**  
ANTI-AIRCRAFT ACTION BY SURFACE SHIPSLocation of ship Leyte Gulf, P.I.

U.S.S. HUGHES (DD410)

Date 12 November 19441. Surprise attack (yes or no) No.Time 16202. Method picking plane up (Radar, binoculars, naked eye) Radar and Binoculars.  
(If by Radar state type of set SM RADAR)(a) Lookout(s) or special equipment detector operator(s): ☐

(name)

(rate)

(service no.)

made initial contact by Harbor air warning net

(Sound), (Radar), (SMAD), (MAD), (Sight)

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

4. Number of planes Eight (8)5. Type of plane (Fighter, scout, dive-bomber) Fighter Type of attack \_\_\_\_\_6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Medium and fast7. Guns firing Yes Size 5" / 40MM Number 4-5" 1-40MMMethod of control Director Method spotting Director8. Ammunition expended 29 5" AA Common. 14 40MM9. Percent service allowance expended 1.5% 5" .5% 40MM10. Approximate time tracking to first shot 2 Minutes11. Approximate time of first hits 20 Seconds12. Approximate time of first shot to last shot 1 Minute13. Approximate position angle open fire 30°14. Approximate position cease fire 20°15. Approximate bearing first shot 040° Relative16. Approximate bearing last shot 045° Relative17. Approximate range first shot 6,750 yds.18. Approximate range last shot 8,000 yds.

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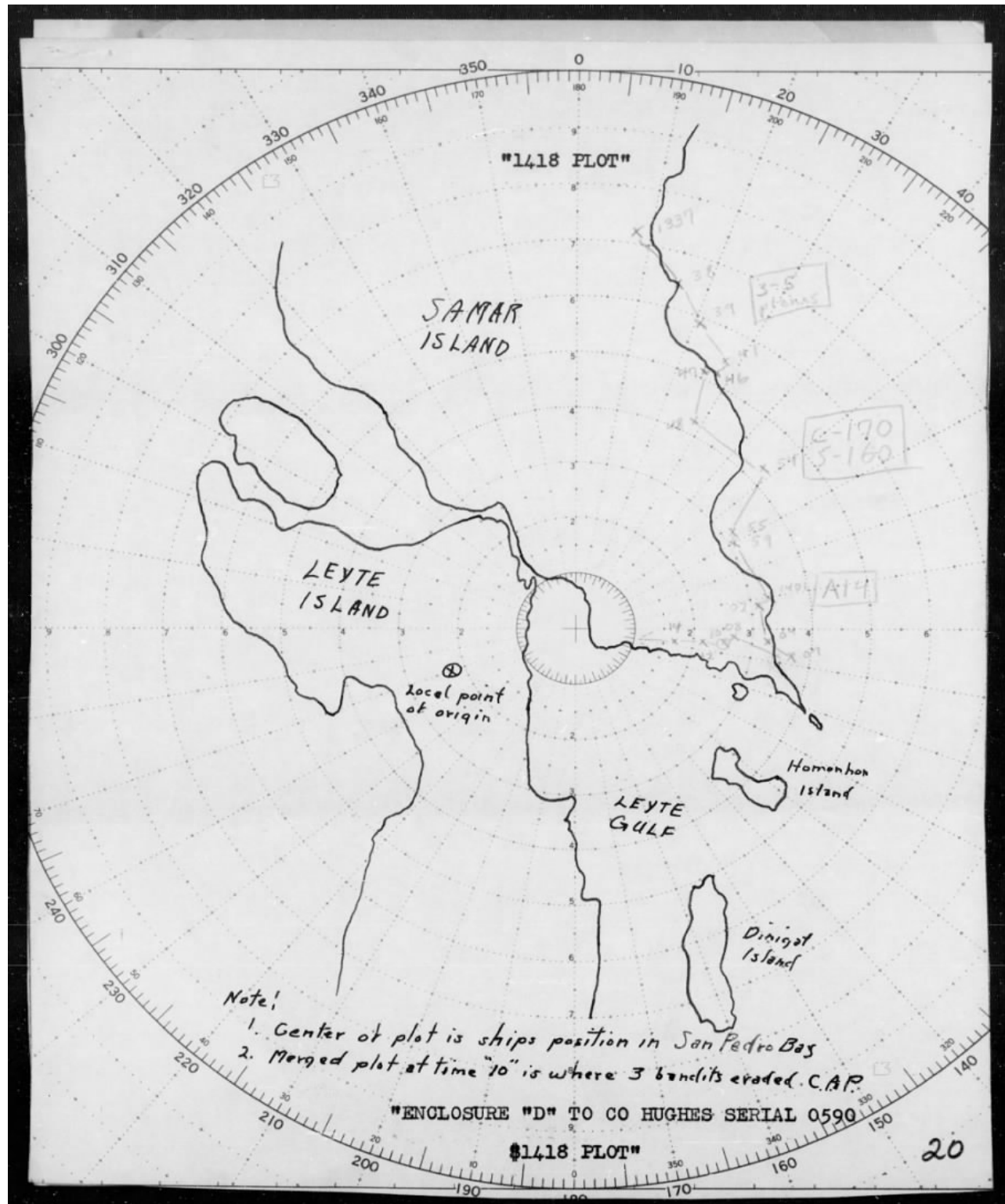
**ENCLOSURE "E" TO CG HUGHES SERIAL**  
**0590**

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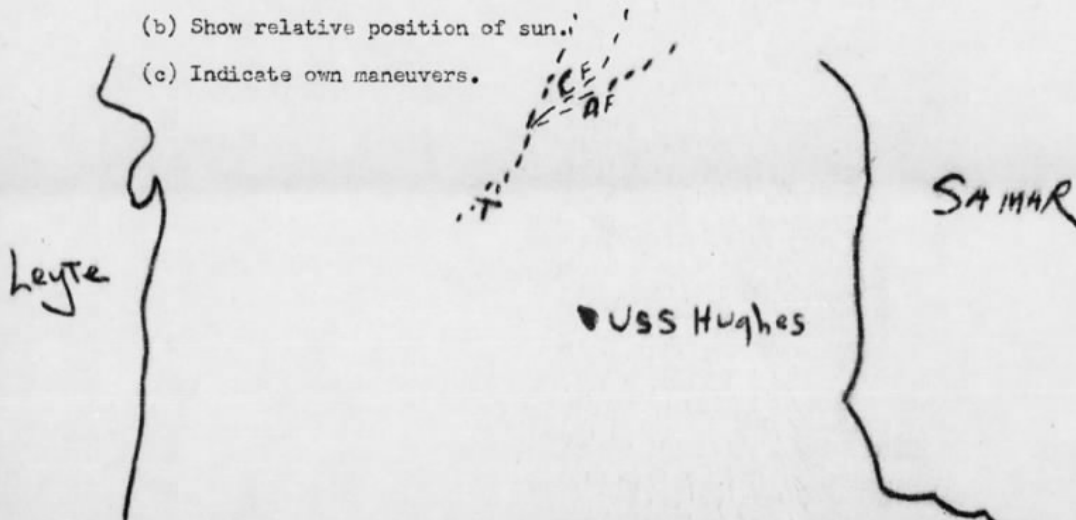
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## ANTI-AIRCRAFT ACTION BY SURFACE SHIPS (Cont'd)

19. Approximate altitude of bomb release none Type bomb \_\_\_\_\_.
20. Approximate range torpedo release none 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 \_\_\_\_\_ Possible \_\_\_\_\_ Damaged \_\_\_\_\_.
- By what size gun \_\_\_\_\_.
24. Details of damage to target by gunfire if available none
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 "C" TO CG HUGHES SERIAL 0590

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ENCLOSURE "C"

ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship San Pedro Bay, Leyte Gulf, P.I. U.S.S. HUGHES (DD410)Date 12 November 19 44

1. Surprise attack (yes or no) Yes. Time 1430
2. Method picking plane up (Radar, binoculars, naked eye) Naked eye.  
(If by Radar state type of set \_\_\_\_\_)
- (a) Lookout(s) or special equipment detector operator(s): ☐  
\_\_\_\_\_  
(name) (rate) (service no.)  
made initial contact by \_\_\_\_\_  
(Sound), (Radar), (SMSSD), (MAD), (Sight)
3. Range plane was picked up (50 miles, 30 miles, 10 miles, less than 5 miles) 5.
4. Number of planes Three.
5. Type of plane (Fighter, scout, dive-bomber) Fighter Type of attack \_\_\_\_\_.
6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) intermediate - fast.
7. Guns firing yes Size 5" 38 Cal. 40MM Number 4-5" 1-40MM.  
Method of control Director Method spotting Direct.
8. Ammunition expended 61-5" AA Common 120 40MM.
9. Percent service allowance expended 4% 5" 3% 40MM.
10. Approximate time tracking to first shot 1 Minute.
11. Approximate time of first hits None ☐.
12. Approximate time of first shot to last shot 1 minute 30 seconds.
13. Approximate position angle open fire 45°.
14. Approximate position cease fire 40°.
15. Approximate bearing first shot 030° Relative.
16. Approximate bearing last shot 045° Relative.
17. Approximate range first shot 7,000 yds..
18. Approximate range last shot 9,000 yds..

-1- ENCLOSURE "C" TO CG HUGHES SERIAL  
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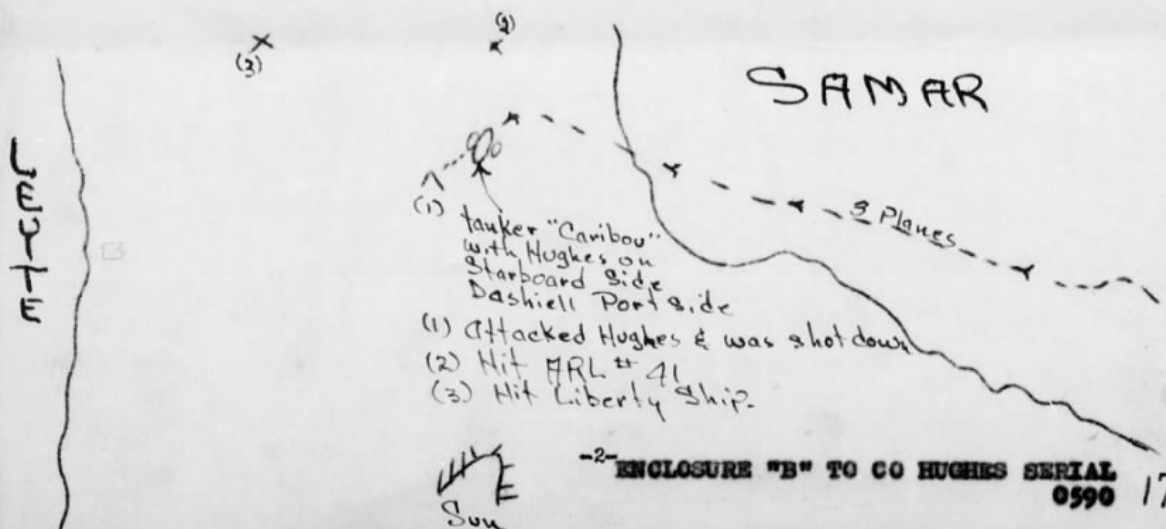
CONFIDENTIAL**ENCLOSURE "B"**

## ANTI-AIRCRAFT ACTION BY SURFACE SHIPS (Cont'd)

19. Approximate altitude of bomb release \_\_\_\_\_ Type bomb Suicide Plane.
20. Approximate range torpedo release \_\_\_\_\_ 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 One (1) Possible \_\_\_\_\_ Damaged \_\_\_\_\_.
- By what size gun 5" - 20MM, Blinded by searchlight.
24. Details of damage to target by gunfire if available Actual damage not known.  
Plane hit by 5" burst - 20MM fire from #3 gun. Plane lost control  
500 ft. from ship when searchlight appeared to blind him.
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.



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## ENCLOSURE "B"

## ANTI-AIRCRAFT ACTION BY SURFACE SHIPS

Location of ship San Pedro Bay, Leyte Gulf, P.I. U.S.S. HUGHES (DD410)Date 12 November 19441. Surprise attack (yes or no) No Time 14182. Method picking plane up (Radar, binoculars, naked eye) Binoculars  
(If by Radar state type of set \_\_\_\_\_)

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

\_\_\_\_\_  
(name) (rate) (service no.)made initial contact by Harbor Air Warning Net  
(Sound), (Radar), (SMDS), (MAD), (Sight)3. Range plane was picked up (50 miles, 30 miles, 10 miles, less than 5 miles) 704. Number of planes Three5. Type of plane (Fighter, scout, dive-bomber) Fighter Type of attack Suicide Dive6. Speed & altitude (High and fast, intermediate and fast, low and fast, high and slow, intermediate and slow, low and slow) Intermediate and fast7. Guns firing Yes Size 5" 20MM Number 4-5" 4-20MMMethod of control Director Method spotting Direct8. Ammunition expended 11-5" 201-20MM9. Percent service allowance expended 14 5" 14 20MM10. Approximate time tracking to first shot 3 minutes11. Approximate time of first hits 1 minute12. Approximate time of first shot to last shot 1 Minute13. Approximate position angle open fire 30°14. Approximate position cease fire 50°15. Approximate bearing first shot 070° Relative16. Approximate bearing last shot 010° Relative17. Approximate range first shot 6,000 yds.18. Approximate range last shot 1,500 yds. 5" - 500 ft. Automatic weapons.

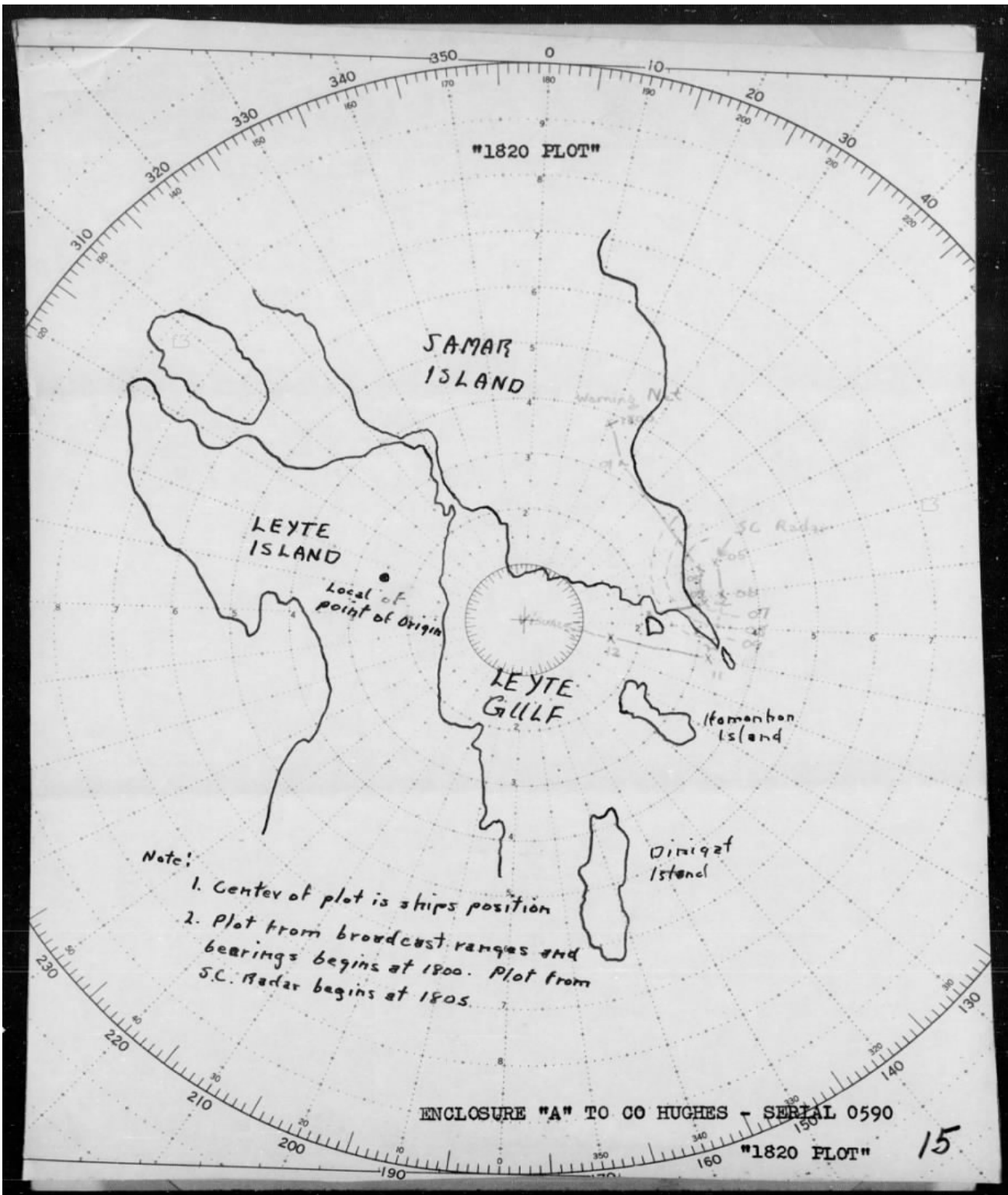
ENCLOSURE "B" TO CG HUGHES SERIAL 0590

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DD410/A10-3

U.S.S. MORGAN (DD-410)

Serial - 0500

20 November 1944.

C-C-N-F-I-D-E-N-T-I-A-L:Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.  
-----PART VI (Cont'd)

Casualties received morphine, plasma and care of wounds while the ship proceeded to LST 1025 where a retransfer was accomplished, again while air attack was imminent. One case was receiving plasma while being transferred.

As stated in the gunnery report, gun discipline was only fair. Shortly after we had been attacked and the ARL 41 had been hit, we were lying to picking up casualties from the latter when a P-47 flew very low over ARL 41, apparently looking over the damage. No excuse is made for our firing at this plane because he had been identified by control and the bridge. The word was passed and should have reached all guns, but apparently didn't get through to #3-5". Fortunately no damage was done. However, such conduct on the part of one of our pilots in flying low over ships that had just been attacked and while enemy planes were actually in the area, is felt to be inexcusably stupid. Enemy planes, which subsequently came in to attack shipping, flew in exactly the same manner, low and on a steady course until ready to dive. If we are to be ready for the dive bombers, certain responsibility for opening fire must be given to gun captains. Our pilots must cooperate by not acting in an unfriendly manner or run the chance of getting shot down. In the beginning of the war, all responsibility for not getting hit lay with the pilots, now all responsibility for not shooting down friendly planes rests on the Commanding Officers of surface ships. It would seem that the answer might be somewhere between these two extremes.

E. B. BITTENHOUSE.

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DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

G-O-N-F-I-D-E-N-T-I-A-L:

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART VI

Performance of personnel was most gratifying, but none are deserving of special commendation. It was the first experience with dive bombers for most of us and the first time this vessel has ever been the intended victim for a suicide plane, yet all hands did their job as if it were a drill, except with considerably more alacrity.

Being moored to a tanker during the attack caused considerable gray hair for the Commanding Officer, and everyone else that had time to think about it. It is realized that we should have cast off when enemy planes were reported, but had that been done we could never have fueled at all, since enemy planes were always with us. Men were stationed at all lines during the fueling, but when the word was passed "enemy aircraft sighted", the decks were suddenly clear of personnel and we were still moored to the tanker. After much debate with himself, the Commanding Officer decided not to risk damaging the ship by attempting to break all lines unless the plane actually crashed us or the tanker. As soon as our particular Nip crashed, all lines were cut and the tanker was cleared just as the next attack came in.

Work of the Medical Department, and members of the repair party who assisted, was superb. They brought aboard sixteen badly burned casualties and two bodies from the ARL 41, delivered to us by an LCM, while our guns were firing at the P-47. As far as they knew, we were under air attack, yet they continued their duties in a most satisfactory manner.

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DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART V (Cont'd)

(f) Remarkable success was attained by C.I.C. in keeping abreast of incoming air raids by plotting ranges and bearings received over the harbor warning net. See enclosure (A) and (D).

The air plot table was used to plot all these ranges and bearings as they were received. The first step in the procedure was to plot in the local area point of origin for all warning net ranges and bearings. The incoming raids when plotted from this point of origin showed up immediately the relationship between any raid and this ship which was represented as the center of the air plot table. Helpful data was obtained by drawing in on the air plot table such things as land masses, harbor outline and high mountains.

In the case of the 1418 raid, and the 1820 raid, the raids were followed southalong the coast of Samar to a point approximately 30 miles east of San Pedro Bay, where they turned West to make their attacks on Leyte Gulf shipping. All plots on the 1418 raid were air warning net plots. In the case of the 1820 raid, the SC radar operator obtained two or three ranges and bearings which, when plotted, tended to lead the Air Warning net plots slightly.

In both cases the HUGHES was fully alerted, and had guns trained out ready to fire on the target at the time of visual contact. Hits were scored in both raids.

This type of plot is of extreme value where proximity of land interferes with radar, and where, of course, warning net ranges and bearings are available. 12

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DD410/A10-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART V (Cont'd)

During all attacks, when it was possible, we maneuvered at high speed. In San Pedro Bay, the harbor was so crowded that this tended to be more nerve racking than the Japs, but it seemed to keep the crew happy.

We used one old wrinkle on the pilot that tried to crash us, which we think is very effective and may have been instrumental in diverting him. As soon as the word got out that the Japs were using suicide planes, the Commanding Officer decided to use our 36" searchlight on all planes attacking us. The principle being that if the pilot can be blinded, even for an instant, he may miss his mark with bomb or machine guns, or better yet, he may lose control of his plane. At any rate, we had nothing to lose and the searchlight had been idle since the war began.

As soon as the three Nip planes were sighted, the searchlight officer acted as planned. He shifted to automatic, struck arc and opened shutters. When one of the three planes started after us the searchlight was on him. We appeared to be getting 20MM hits from about 1500 yards until he swerved at 500 feet, so it is impossible to tell whether any actual good was done by the searchlight or not, but we are sold on the idea.

(e) Blank.

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DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART V (Cont'd)

Some of the planes flew over shipping without hostile maneuvers until making their final dive, thus taking advantage of their similarity to friendly planes.

Enemy tactics were very simple and most effective. The enemy pilots picked a target, headed for it, and either hit or missed. In only one case was a plane seen to make any attempt to maneuver and that was in the case of one which tried to get two targets, one with his plane and one with a bomb. Dives were made from any position angle from fifteen (15°) degrees to almost straight down. Pilots were unswerving in continuing through heavy fire. It is evident that, if they can, they mean to reach their target.

The plane which dived on us did not use machine guns and, although in perfect position, did not drop a bomb. This caused us to wonder if these suicide planes are stripped of all extra gear. However, the bomb may have been dropped while evading our fighters on the trip in. All planes burst into a huge ball of flame on contact with ship or water, indicating a load of something very inflammable, possibly a bomb or tanks full of extra gasoline inside the fuselage.

During the attack at 1820 one of the enemy planes was dived on by a P-38 which apparently leveled off in an attempt to catch the Jap. The latter seemed to have no trouble in leaving our plane, which seemed to support the theory that these suicide planes are fairly well stripped.

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DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART III (Cont'd)

He turned away, headed for a group of ships at anchor and dove into the water without damage to our shipping.

PART IV

1. No damage was caused to this vessel by the enemy.
2. No enemy surface vessels were encountered.

PART V

1. (a) Voice radio procedure was very poor. It was not uncommon to hear "Affirmative, Roger, Wilco, Over and Out" as a reply to a message. It was impossible on several occasions to get important messages through on 54.8' mc's (the convoy circuit) due to the heavy traffic.

(b) Only a few contacts were made by our radar on enemy planes due to large land masses in the vicinity. The SG and SG radars were used for searches at all times while in the Gulf. The FD was used on one occasion for search in the sun sector when an enemy plane was reported in that direction.

(c) During the day, five air attacks were made by the enemy on shipping in Leyte Gulf. Most of the attacking planes made suicide dives on Liberty ships at anchor.

(d) The planes were painted dark in color, either black or dark gray. They approached from various directions taking advantage of land, clouds and the sun.

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DD410/A10-3

U.S.S. HUGHES (DD415)

Serial - 0590

20 November 1944.

C-O-N-F-I-D-E-N-T-I-A-L:Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.PART III (Cont'd)

Fire discipline was only fair. Once the order to commence firing was given it was difficult to get the guns to cease firing. On one occasion a P-47 which came in at about 2000 feet apparently to take a look at a ship which had just been hit by a suicide plane, was taken under fire by ships in the vicinity. Even though the plane had been identified and the word passed that the plane was friendly our 5" gun #3 fired upon it after other ships had opened fire. We shot two rounds of 5" before firing could be stopped.

Gunnery communications in general were good. However, during firing it was some times difficult to get orders to the guns even though paralleled on the sound power phones and 1 MC circuits.

## (b) Ammunition expended:

5"/38 AA Common Projectiles	- 113
5"/38 SPDR Powder	- 114
40MM	- 134
20MM	- 201

(c) Gunnery was very effective. One suicide plane which dove on this vessel, while alongside a tanker fueling, lost control at about 500 feet from this ship, flipped over and landed harmlessly in the water as a result of possible hit by 5", many hits by 20MM and may have been blinded by our 38" searchlight which was trained on him. On another attack, where enemy planes were taken under fire before making their dive, one plane was hit by our 5" and began to smoke.

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DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART III (Cont'd)

(2) Level failed in the Mark 37, 5" Gun Director. A broken lead was found between Fire Control Panel board in C.I.C. and synchro supply in director. After this was replaced level then functioned, but was rough in both up and down roll.

(3) The Time Motor failed in Mark I Computer. The trouble was located in time motor regulator and adjustments were attempted. Time motor operated unsatisfactorily, and failed on several occasions.

(4) Slew Sight for 5" gun director failed to function properly, and was rough in train. Broken rotor lead was located between Fire Control Panel board and synchro supply in director. Spare was used and slew sight operated satisfactorily.

(5) Diving speed in Mark I Computer stuck at 300 knots. Broke loose when time motor was turned by hand.

(6) During the firing on the 12th the only casualties encountered were an over size 5" powder case which prevented the plug from closing on 5" gun #3 and difficulty during one firing run in keeping target speed on the Mark I Computer down to a reasonable solution. The computer functioned satisfactorily on previous and subsequent firings.

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DD410/A16-5

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART II (Cont'd)

Another enemy raid was reported closing from the north at 1800. Combat tracked this raid by ranges and bearings received over air warning net and also by a few ranges and bearings obtained on our SC radar. (See Enclosure D). At 1808 warning net reported 8 enemy planes 20 miles east closing unopposed. The eight enemy planes were sighted three miles off our port bow bearing 135°(T) at 1820. Increased speed to 25 knots and opened fire with our 5" battery as planes came into range. (See Enclosure E). Hit one plane while it was in level flight. It commenced smoking and started to lose altitude. The smoke stopped when the plane turned away and it headed for a group of ships at anchor, but landed in the water without damage to our shipping. The other planes continued out of our range, apparently headed for Dulag or San Pedro Bay area.

Echelon L-11 formed up at 1850 for return to Humboldt Bay,  
Dutch New Guinea.

PART III

1. (a) The gunnery department had difficulty in keeping ahead of casualties of the fire-control system while enroute to destination. The following is a list of casualties which were experienced:

(1) The train Receiver Regulator in 5" gun #4 had frozen bearings due to leakage in water tight cover. Bearings were replaced and Train Receiver Regulator functioned in normal fashion.

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DD410/A18-3

U.S.S. HUGHES (DD419)

Serial - 0890

20 November 1944.

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

**Subject:** Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART II (Cont'd)

The other two planes of the attacking group hit their targets in suicide dives. One hit the ARL 41, the other hit a loaded Liberty ship. During our attack we cut all lines to the tanker and got underway.

At 1450 three enemy planes were sighted to the Southwest; they came within 8000 yards at which time we opened fire with no hits observed. (See enclosure C). These planes continued out of our range for their attacks. No results were observed although they were seen to commence their dives. During this time ship was maneuvering around a very crowded harbor at 20 knots.

Went alongside the tanker to retrieve our lines at 1445. At this time more suicide attacks were witnessed out of gun range. At 1512 closed ARL 41 which was burning from the suicide attack she had sustained. Took aboard 15 casualties and two dead from ARL 41 at 1520 and delivered them to LST 1025 at 1615. During this transfer a P-47 flew low over the ARL and close to this ship. Even though the plane had been identified by us, 5" gun #3 fired upon it, following the action of other ships in the vicinity. 1617 Enemy planes again reported in area but did not approach us. Underway from alongside at 1625 enroute to rendezvous with TG 76.4.

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20 November 1944.

C-O-N-F-I-D-E-N-T-I-A-L:Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.PART II (Cont'd)

The HUGHES ceased its patrol at 1225 to proceed to northern San Pedro Bay area to fuel. At 1300, moored to starboard side of U.S.S. GARIBOU.- U.S.S. DASHIELL fueling from port side of tanker.

The air warning net, broadcast from Tacloban, reported an enemy air raid closing from the North. Combat commenced tracking this raid at 1337, and followed it south along the east coast of Samar using ranges and bearings given over the air warning net. (See enclosure A). The planes were intercepted by our combat air patrol at a distance of about 25 miles east. At 1411 the air warning net reported that three of these planes had broken through our combat air patrol and were closing. At 1418, the three planes were sighted over land bearing 120°(T), distance about 4 miles on a course to cross our bow from starboard to port. (See enclosure B).

The HUGHES opened fire on this group with the 5" battery at 6000 yards. As the first plane of the group crossed our bow, the last plane peeled off and started his suicide dive on this vessel. Range at the time, was about 3000 yards. The 5" battery was shifted to this target and barrage fire was used. The 20MM guns opened fire as the plane came into range. The 36" searchlight was turned on the target during its dive. Hits were scored by the 20MM battery and possibly the 5". The 40MM battery could not bear and hence did not fire. As the plane closed to about 500 feet, position angle 50°, relative bearing 010°, it pulled up sharply, rolled over, passed over the ship and the tanker and splashed into the water off the port beam of the DASHIELL.

**DECLASSIFIED****Authority: E.O. 13526****By: NDC NARA Date: Dec 31, 2012**

DD410/A16-3

U.S.S. HUGHES (DD410)

Serial - 0590

20 November 1944. <sup>12</sup> 0856C-O-N-F-I-D-E-N-T-I-A-L:

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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PART II (Cont'd)

0445 Manned battle stations. 0515 Enemy aircraft reported in vicinity of formation. Some of these planes closed on the LST's astern. 0525 Bursts of automatic weapon fire were seen in the LST group and such a huge ball of fire appeared on the water that we were sure a freighter or LST had been hit. This, happily, was not the case. LST 626 had fired upon and shot down one enemy plane which crashed into the water at the head of the LST formation.

The HUGHES, escorting a division of 7 LST's, left the main formation at 0540 and proceeded to Catmon Hill Beach, approximately five miles north of Dulag on Leyte Island. Enemy planes were in the area from 0709 to 0750, though none closed the formation. The LST group hit the beach at 0755 and the HUGHES commenced its off-shore patrol at a distance of 1500 to 2500 yards. At 0820 "Bogeys" were reported 50 to 60 miles east. Between 0800 and 1100 this vessel maintained a routine patrol off beach. Several groups of C-47 cargo planes passed overhead or nearby at low altitude making approach to Dulag airfield.

1120 Enemy aircraft reported 5 miles south. 1122 Sighted four planes diving on Liberty ships anchored off Dulag. Two planes made direct suicide hits while the third plane dropped a bomb near a Liberty and crashed into the water near another Liberty, missing both his bomb and suicide targets. The fourth plane retired from the area without making an attack. Little anti-aircraft fire was observed against the first two planes, but the third one got a hot reception from automatic weapons.

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DD410/A16-3

U.S.S. HUGHES (DD410)

12 0556

Serial - 0590

20 November 1944.

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

Subject: Action Report on Anti-Aircraft Action in Leyte Gulf,  
12 November.

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(b) Our mission was to act as a screening vessel for echelon L-11 from Humboldt Bay, New Guinea, to Leyte Island, P.I., and return. It was assumed that no enemy surface forces would be encountered, but that enemy submarine attacks and enemy air attacks could be expected.

(c) Off Dulag, our convoy split into three groups. One group of Liberties, AK's and LST's proceeded to Dulag, our group of 7 LST's proceeded to Catmon Hill, and the remainder of the convoy landed on beaches in the vicinity of Tacloban. In all there were 16 freighters off Dulag and many ships of all types in San Pedro Bay. At about 1225 this vessel proceeded to the northward to fuel.

(d) Shipping in the area was under air attack a total of five times during the day. The attacking planes came in groups of from three to eight each. All enemy planes were "Zero Type", probably all "Zeke's".

(e) There was very little wind, the sea was calm, and the visibility good.

PART II

On 12 November, Supply Echelon L-11 entered Leyte Gulf, P.I., sighting Desolation Point and Homonhon Island at 0000. The first sign of enemy air activity was a bogey reported at 0345 on bearing 170°(T), distance 11 miles. Five minutes later there were many bogeys reported in the Leyte Gulf area. First anti-aircraft fire observed, was a heavy barrage off our port bow at 0440. Intermittent fire was observed in this direction (270° T) until dawn.

**DECLASSIFIED**

Authority: E.O. 13526

By: NDC NARA Date: Dec 31, 2012

DD410/A16-5

Serial - 0590

U.S.S. HUGHES (DD410)  
c/o Fleet Post Office  
San Francisco, Calif.

Reg. No.

455

R. S. No.

12 0856

20 November 1944.

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

From: Commanding Officer.  
To: Commander in Chief, U.S. Fleet.  
Via: (1) Commander LST Flotilla Fifteen.  
(2) Commander Task Group 78.2.  
(3) Commander Amphibious Force SEVENTH Fleet.  
(4) Commander SEVENTH Fleet.

Subject: Action Report On Anti-Aircraft Action in Leyte Gulf,  
12 November 1944.

Enclosures: (A) Air Plot for 1418 raid, 12 November 1944, p.15  
(B) Anti-Aircraft Action Report 1418, 12 November, p.16  
(C) Anti-Aircraft Action Report 1430, 12 November, p.18  
(D) Air Plot for 1820 raid, 12 November 1944, p.20  
(E) Anti-Aircraft Action Report 1820, 12 November, p.21

PART I

1. While operating in Leyte Gulf, P.I., on the 12th of November, six air raids were experienced. All except one were suicide attacks.

After entering Leyte Gulf, and before dawn, LST 626 detected and shot down a low flying plane with automatic weapons. The other five attacks were dive attacks by groups of from 5 to 8 planes. This vessel hit two planes, one before he dived and the second while he was diving on us. The latter plane dived on this ship while we were fueling alongside the U.S.S. CARIBOU. Seven Liberty ships and two ARL's were hit by suicide planes. No damage was caused to this vessel.

2. (a) On Sunday, November 5th, at 1800, joined Supply Echelon L-11 under Commander LST Flotilla 15, Captain L. J. MANEES, U.S.N., as a screening vessel. This group operated in accordance with CTF 78 OpPlan 101-44.

The only incident of note enroute to Leyte Gulf, P.I., was at 1300 on the 11th of November, when snoopers closed the formation to about four miles. These planes were not taken under fire.

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