

60TH TANK DESTROYER BATTALION

OPERATIONS REPORT

(M-1 Operation)

ISLAND OF LUCON, P.I.

9 January - 29 March 1945

CLASSIFICATION CHANGED TO:
CA. CELLED
BY AUTHORITY OF THE ASSISTANT CHIEF OF STAFF
Col. [Signature]
DOWNGRADING OFFICER *[Signature]*

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LOADING AND MOVEMENT FOR M1 OPERATION

The Battalion was boated in LST's, LSM's and APA's. Headquarters and Headquarters Company were loaded on an APA while the rest of the Battalion was loaded on LST's and LSM's. The plan followed was to load one platoon on each LST or LSM.

This plan proved very satisfactory as it eliminated the danger of losing too much of one kind of equipment if a ship should be lost. The LSM's proved ideal for loading a platoon of tank destroyers as we were able to load all the platoon equipment without congestions to interfere with unloading.

The only serious drawback encountered was at the landing beach at the far shore where the LST's and LSM's were unable to make a shallow enough landing for the M-8's, M-20's and general purpose vehicles, which were towed through six feet of salt water. Even though the vehicles had been water proofed this resulted in grounding out, making them inoperative for several days. When landing this type of vehicles from LST's and LSM's in a surf over 3 feet deep LCM's should be made available.

For loading and water movement to the operation, "A", "B" and "C" Companies were attached to an Infantry Regiment. The Regiments were responsible for loading, movement and supply of the companies. This arrangement did not prove satisfactory as the Infantry commanders failed to realize the loading or supply problems of armored units. Vehicles and supplies vital to our operation were left behind. Supply vehicles of the Battalion were left in the rear echelon thereby seriously impeding the movement and supply of the Battalion after reaching the far shore. The Regimental Combat Teams were responsible for supplies of all types for the Tank Destroyer Companies, but found on reaching the far shore that they were unable to do it and it fell on the Battalion S-4 section to attempt to supply the three firing companies which were widely spread. As the Regimental Combat Teams were responsible for supply of

the Companies most of the Battalion supply vehicles were left in the rear column, consequently it was impossible to properly supply the Companies with limited transportation on hand. This further handicapped the Battalion when the supply trucks scheduled to arrive on 8 plus 18 and 8 plus 30 failed to arrive until 8 plus 60 day.